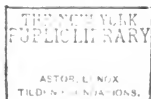


HISTORY OF BRIDGEPORT AND VICINITY









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 improve the health of the
 British Residency at Calcutta

and to provide for the
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HISTORY OF
BRIDGEPORT
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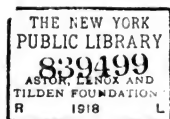
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CONTENTS

CHAPTER I

INDIAN HISTORY

THE ALGONQUIN TRIBE—POOTATUCKS—PEQUONNOCKS—COMING OF FIRST WHITE MEN—OCCUPATION OF LAND—GOLDEN HILL RESERVATION—DEEDS AND OTHER RESERVATIONS—INDIAN WARS	1
--	---

CHAPTER II

EARLY SETTLEMENT

THE SITE—THE FIRST FAMILIES—ECCLESIASTICAL SOCIETY—PETITION FOR ECCLESIASTICAL PRIVILEGES—FIRST MEETING HOUSE—LIST OF HOUSEHOLDERS—STRATFIELD PIONEERS—DEATH OF WILSON HUBBELL—OLD STRATFIELD BURIAL GROUND—MOUNTAIN GROVE CEMETERY	14
---	----

CHAPTER III

THE GOVERNMENT OF BRIDGEPORT CITY

STRATFIELD—PETITION FOR ECCLESIASTICAL PRIVILEGES—THE FIVE PERIODS—THE FIRST PERIOD—THE FIRST COMMUNITY—NEWFIELD—THE FIRST MEETING—FURTHER FACTS ON EARLY HIGHWAYS	33
--	----

CHAPTER IV

BOROUGH OF BRIDGEPORT

BOROUGH ERA—FIRST BOROUGH MEETING—HIGHWAYS—FIRST BY-LAWS—FIRST WATER PIPES—MORE HIGHWAYS—STREET LIGHTING—FIRST SIDEWALK ACTION—FIRE DEPARTMENT DEVELOPMENT	45
--	----

CONTENTS

CHAPTER VTHE GOVERNMENT OF BRIDGEPORT

<u>THE TOWN—BOUNDARIES—FIRST MEETING—THE PROTEST—HIGH-</u> <u>WAYS—ALMS HOUSE, WORK HOUSE AND HOUSE OF CORRECTION</u> <u>—TOWN HOUSE—COURTHOUSE—THE ACT OF REMOVAL—THE</u> <u>SECOND COURTHOUSE</u>	63
--	-----------

CHAPTER VITHE GOVERNMENT OF BRIDGEPORT (Continued)

<u>INCORPORATION OF THE CITY—THE FIRST MEETING—EAST BRIDGE-</u> <u>PORT—TOWN AND CITY CONSOLIDATION—ANNEXATION OF WEST</u> <u>STRATFORD—CITY MAYORS, ROSTER—STREETS—PAVEMENT—</u> <u>SEWERS</u>	87
--	-----------

CHAPTER VIITHE GOVERNMENT OF BRIDGEPORT (Continued)

<u>FIRE DEPARTMENT—POLICE DEPARTMENT—WATER AND LIGHTS—</u> <u>GAS—ELECTRICITY—FIRST TAX LEVY—THE CITY CHARTER—</u> <u>CITY COURT—SENATORS—REPRESENTATIVES</u>	108
---	------------

CHAPTER VIIITHE COMMERCIAL BRIDGEPORT

<u>EARLY TRADE CHARACTER—THE FIRST STORE—ANTE-BELLUM RE-</u> <u>VIVAL—PERIOD OF 1812—PACKETS—COASTING TRADE—THE</u> <u>COMPANY BLOCK—SHIPPING AND SHIPS—BUSINESS OF THE '40s</u> <u>—THE DRY GOODS TRADE—DRUGGISTS—JEWELERS—BOOKS</u> <u>AND STATIONERY—MERCHANT TAILORS—BOOTS, SHOES, HATS</u> <u>AND CAPS—GROCERS—HOTELS—OTHER TRADES—SUMMARY..</u>	124
--	------------

CONTENTS

v

CHAPTER IX

INDUSTRIAL BRIDGEPORT

<u>FIRST INDUSTRIES—PRESENT DAY MANUFACTORIES—AMERICAN CHAIN COMPANY—THE AMERICAN GRAPHOPHONE COMPANY— THE ARMSTRONG MFG. CO.—BULLARD MACHINE TOOL COM- PANY</u>	<u>153</u>
--	------------

CHAPTER X

INDUSTRIAL BRIDGEPORT (Continued)

<u>THE HISTORY OF THE LOCOMOBILE COMPANY OF AMERICA—REM- INGTON ARMS UNION METALLIC CARTRIDGE COMPANY—WAR- NER BROTHERS COMPANY</u>	<u>174</u>
---	------------

CHAPTER XI

HISTORY OF BANKING

<u>ORIGIN OF BANKING—CONNECTICUT BANKS—FIRST BANK IN THE STATE—THE BRIDGEPORT BANK—THE CONTESTATION PERIOD— THE CONNECTICUT NATIONAL BANK—FIRST BRIDGEPORT NA- TIONAL BANK—CITY NATIONAL BANK—BRIDGEPORT SAVINGS BANK—PEOPLE'S SAVINGS BANK—CITY SAVINGS BANK—ME- CHANICS AND FARMERS SAVINGS BANK—THE BRIDGEPORT TRUST COMPANY—AMERICAN BANK AND TRUST COMPANY—SOUTH- PORT TRUST COMPANY—STRATFORD TRUST COMPANY—SOUTH- PORT SAVINGS BANK—JAMES STAPLES & COMPANY—T. L. WATSON & COMPANY</u>	<u>193</u>
---	------------

CHAPTER XII

TRANSPORTATION

<u>TURNPIKES—STRATFORD AND WESTON TURNPIKE—BRIDGEPORT AND NEWTOWN TURNPIKE—TOLLS—THE RAILROADS—THE</u>
--

<u>HOUSATONIC ROAD—THE NAUGATUCK RAILROAD—NEW YORK, NEW HAVEN & HARTFORD RAILROAD—STREET RAILWAYS— BRIDGEPORT HORSE RAILROAD—BRIDGEPORT AND WEST STRAT- FORD HORSE RAILROAD COMPANY—BRIDGEPORT TRACTION COM- PANY—THE CONNECTICUT COMPANY</u>	<u>215</u>
---	------------

CHAPTER XIII

THE TOWN OF STRATFORD

<u>GENERAL DESCRIPTION—FIRST SETTLEMENT—A FEW PIONEERS— EARLY BUSINESS ENTERPRISES—MILLS, FERRIES AND MER- CHANTS—AGRICULTURE—PURCHASING THE LANDS—THE PATENT OR CHARTER—REGULATIONS—POLITICAL STATUS— WITCHCRAFT—AN UNSOLVED MYSTERY—POSTOFFICES—TOWN HALL—FIRE DEPARTMENT—FINANCIAL—STRATFORD IN 1917. 230</u>
--

CHAPTER XIV

THE TOWN OF FAIRFIELD

<u>LOCATION AND BOUNDARIES—THE HILLS—SOIL, TIMBER AND GAME—IN THE BEGINNING—ROGER LUDLOW—EARLY SET- TLERS—ADJUSTING THE BOUNDARIES—PATENT OF 1685— WITCHCRAFT—ODD LAWS AND CUSTOMS—TOWN HALL—OLD- TIME TAVERNS—PUBLIC LIBRARY—HISTORICAL SOCIETY— FAIRFIELD IN 1917—THE VILLAGE OF SOUTHPORT—ITS HARBOR—INCORPORATION—PEQUOT LIBRARY—FIRE DEPART- MENT—SOUTHPORT TODAY.....</u>	<u>252</u>
---	------------

CHAPTER XV

THE CITY OF BRIDGEPORT

<u>PARKS—MONUMENTS—BRIDGES—ACT ESTABLISHING LOTTERY BRIDGE—THE HARBOR—BRIDGEPORT POSTOFFICE—PUBLIC LI- BRARY—POPULATION—FIRES—TEMPERANCE</u>	<u>275</u>
--	------------

CONTENTS

vii

CHAPTER XVI

ECCLESIASTICAL HISTORY

<u>BAPTIST—CONGREGATIONAL CHURCH—EPISCOPAL CHURCH—</u> <u>METHODIST EPISCOPAL—PRESBYTERIAN—CATHOLIC CHURCH—</u> <u>LUTHERAN—GERMAN REFORM CHURCH—UNIVERSALIST—SEC-</u> <u>OND ADVENTIST—JEWISH—OTHER CHURCH SOCIETIES.....</u>	<u>301</u>
---	------------

CHAPTER XVII

ORGANIZATIONS

<u>MASONIC FRATERNITY—GRAND ARMY OF THE REPUBLIC—INDE-</u> <u>PENDENT ORDER OF ODD FELLOWS—KNIGHTS OF PYTHIAS—</u> <u>ELKS—OTHER FRATERNAL ORGANIZATIONS—Y. M. C. A.—CLUBS</u> <u>AND SOCIETIES.....</u>	<u>323</u>
---	------------

CHAPTER XVIII

EDUCATIONAL HISTORY

By DAVID GINAND

<u>THE ORIGINAL BOARD.....</u>	<u>339</u>
--------------------------------	------------

CHAPTER XIX

JOURNALISM

By LYNN W. WILSON

<u>BRIDGEPORT NEWSPAPERS.....</u>	<u>356</u>
-----------------------------------	------------

CHAPTER XX

MILITARY HISTORY

<u>WAR A LARGE PART OF HISTORY—THE REVOLUTION—ITS CAUSES—</u> <u>STAMP ACT—"LEXINGTON ALARM"—MINUTE MEN—REGI-</u>	
--	--

<u>MENTS OF 1775—AT TICONDEROGA—ELMORE'S REGIMENT—THE</u> <u>"CONNECTICUT LINE"—THE WAR IN FAIRFIELD COUNTY—</u> <u>BRITISH EXPEDITION TO DANBURY—BURNING OF FAIRFIELD—</u> <u>CAPTURE OF FORT GEORGE—AFTER THE WAR—WAR OF 1812—</u> <u>WAR WITH MEXICO.....</u>	<u>362</u>
--	------------

CHAPTER XXI

MILITARY HISTORY (Continued)

<u>THE SLAVERY QUESTION — MISSOURI COMPROMISE — OMNIBUS</u> <u>BILL—KANSAS-NEBRASKA BILL—CAMPAIGN OF 1860—SECE-</u> <u>SION—THE MONTGOMERY CONVENTION—FORT SUMTER—PRESI-</u> <u>DENT LINCOLN'S PROCLAMATION—SENTIMENT IN CONNECTI-</u> <u>CUT—SKETCHES OF CONNECTICUT REGIMENTS—COMMISSIONED</u> <u>OFFICERS FROM FAIRFIELD COUNTY—SPANISH-AMERICAN</u> <u>WAR—BATTERY B OF BRIDGEPORT.....</u>	<u>379</u>
---	------------

Bridgeport and Vicinity

CHAPTER I INDIAN HISTORY

THE ALGONQUIN TRIBE—POOTATUCKS—PEQUONNOCKS—COMING OF
FIRST WHITE MEN—OCCUPATION OF LAND—GOLDEN HILL RESERVA-
TION—DEEDS AND OTHER RESERVATIONS—INDIAN WARS.

THE ALGONQUIN TRIBE

Closely connected with, and influencing, the early history of Bridgeport and vicinity were the Indians, some description of whom is necessary as a foreword to the story of Bridgeport, Stratford, Fairfield and Southport.

At the time of the first white settlement of the east coast this territory was occupied by a branch of the Algonquin tribe, known generally by the name of Mohicans, and particularly in the south-eastern part of Connecticut as Mohegans. The shores of Long Island Sound were their habitat; here they had lived for countless generations, hunted, fought and loved in their own way until the white man came and dispossessed them of their native soil.

The Algonquins were a tribe of North American Indians dwelling principally in the valley of the Ottawa River and around the tributaries of the St. Lawrence. The chief tribes composing this nation of Indians were the Algonquin, Malecite, Micmac, Nascapi, Pennacook, Fox, Kickapoo, Delaware, Cheyenne, Conoy, Cree, Mohican, Massachusetts, Menominee, Miami, Misisaga, Mohegan, Nanticoke, Narragansett, Nipmuc, Ojibway, Ottawa, Pequot, Potawatomi, Sac, Shawnee and Wampanoag. The Algonquin was one of the strongest of the Indian nations and it was with members of this tribe that the early settlers of Connecticut had most to do.

BRIDGEPORT AND VICINITY

POOTATUCKS

There are evidences which have been found which seem to prove that the Indians first came to the Valley of the Housatonic from the Hudson River and first settled in the vicinity of the Town of Kent.

There they found numerous small falls in the river and accordingly christened the stream Pootatuck, meaning, in their language, "river of the falls." The first white settlers in turn gave these Indians the name of Pootatucks. The second settlement was undoubtedly made at New Milford. In this latter place the great council fire was held for the entire tribe; here their government was centralized and so remained until the territory was sold to the New Milford Company in 1703. In this way the Indians were slowly pushed toward the Sound, where they lived during the summer months, fishing and gathering oysters and clams; in the winter months they traveled inland and hunted game. The first meeting between these Indians and the white men occurred during the summer of 1637, when Captain Mason and Lieutenant Davenport surrounded the Saseo Swamp in Fairfield and killed or captured a portion of the Pequot tribe which had sought refuge there. Also, it is said that the Indians then living in the vicinity were fined for harboring the Pequots.

PEQUONNOCKS

The Pequonnock Indians, of the Paugussets, were in the greater numbers on the shore of the Sound from New London westward. There were three villages of this tribe on the Pequonnock River and the lower coast line; one of these communities was located at the foot of Golden Hill south, one at the head of the cove near the junction of State Street and Fairfield Avenue, and the other one west of the Uncoway River, or Ash Creek as it is now called. The name Pequonnock means "cleared field" or "opened ground" and was used by the Indians to designate the land on the east side of the Uncoway River extending northward to the old King's Highway and southward to the Sound, including two or three hundred acres of land. This name was not then applied to the Pequonnock River, but only to the ground above described, now a part of the City of Bridgeport. Also, on this plain, "at the north end of the cove in the Black Rock harbor," was the old Indian planting field, covering about one hundred acres; here, too, was the old Indian fort, standing near the end of the cove.

COMING OF THE FIRST WHITE MEN

In 1639 settlements were made at Stratford and Fairfield by the English. At Stratford the white men found numbers of Indians

known as the Cupheags. Their village was very small and was governed by Chief Okenuck, an Indian descended from a long line of chieftains. Shortly afterward he removed to Pootatuck with his people, which place later became Shelton. A short time prior to the coming of the English the Indians on the Uncoway River and on the Housatonic had given to the General Court at Hartford territory at both Stratford and Fairfield and it was upon this ceded land that the settlers located the next year. It is probable that there were no reservations of land for the Indians at Stratford for the Cupheags and not until 1659, when Golden Hill was set aside, were there any reservations in the town. The planting ground at the old fort was held by the Indians until 1681, then sold. Subsequently, this ground was known as the Old Indian Field and was so called in the early Fairfield records.

OCCUPATION OF LAND

Many writers have claimed that in almost every case the land around Stratford and Fairfield was purchased from the Indians by the white men, but there is little to substantiate this belief. On the other hand, valuable authorities and records give the information that this land was not at first purchased, but for twenty years or more was considered conquered and ceded territory, and so declared by the General Court. Afterwards, through friendliness, the land was acquired from the Indians by agreements and deeds, with the ultimate object of ousting the red man.

The settlements at Stratford and Fairfield were under the supervision of Connecticut and were separate from the New Haven Colony. The land was granted to the settlers by the General Court, to which body the Indians had given it in 1638. As to the purchase of the land by the whites every record shows that no deeds were made until 1656. There is nothing said upon either of the town records and in 1681 when the final sale was made no deeds prior to 1656 are mentioned.

In 1656 the General Court at Hartford made the following record: "This Court, at the request of Stratford, do grant that their bounds shall be twelve miles northward, by Paugusett River, if it be at the disposal, by right, of this jurisdiction." The Pequonnock Indians opposed the right of Stratford to this land. The Stratford settlers were anxious at this time to have their boundaries fixed by the court, as a tract of land had been sold by the Indians in the western part of Fairfield and trouble had arisen between them and the white men, due

to the fact that the settlers' cattle and hogs destroyed the Indians' corn. Another factor which contributed to the Stratford settlers' desire to have a definite understanding was the number of Indians in Fairfield, who were constantly being crowded into Stratford territory by the Fairfield residents. Prior to this time the General Court had attempted to settle the boundary question between Fairfield, Stratford and the Pequonnocks, also to compel the Indians to pay tribute to the Connecticut Court as conquered and protected subjects, which duty they had shirked at every opportunity.

In addition to this failure to pay proper tribute, the Indians exhibited signs of hostility in many ways and committed depredations many times. From 1643 to 1655 their warlike attitude became so threatening that the settlers kept troopers on guard at night and on Sundays, also called out the militia several times. The Indians demanded money in return for their lands and the Indians at Milford claimed a portion of the Stratford land. However, the claim of Ansantaway, the chief then at Milford, proved to be of little strength, for he gave a deed for all the land his people claimed on the west side of the Housatonic and agreed to accept in return whatever the English desired to give. The following order will show the effort made by the Connecticut Colony to settle the differences between the whites and reds:

"Hartford, March 7, 1658-59. By the Court of Magistrates. This Court having taken into consideration the business respecting the Indians, pertaining to the plantations of Stratford and Fairfield, and finding in the last agreement made with the Indians while Mr. Willis and Mr. Allin were down there, that those two plantations aforementioned are engaged to assure and allow unto those respective Indians pertaining to each town sufficient land to plant on for their subsistence and so to their heirs and successors:

"It is therefore ordered by this Court, and required that each plantation forementioned exercise due care that the agreement made by the magistrates be fully attended without unnecessary delay, so that the Indians may have no just cause to complain against the English, but rather may be encouraged to attend and observe the agreement on their parts, that peace may be continued on both sides; and further it is desired that the Indians may be allowed to improve their ancient fishing place which they desire.

"To the constables of Stratford to be forthwith published and sent to Fairfield to be published and recorded by the register."

Three days later the Court took further action in substantiating

the claims of the Indians in Fairfield and allowing them planting land for the future. The settlers of Fairfield were also ordered to consider them as legal residents of the "plantation."

Not immediately did the three-sided problem come to solution. A cleared space of ground to the east of the Uncoway River (Ash Creek) became a much disputed point. The land in this space had been cleared by the Indians for planting and in all was a very desirable piece of ground. The possession of this land was one of the principal reasons the Fairfield settlers wished the Indians crowded over into the Stratford territory. The old line was retained, however, while a reservation was set aside on Golden Hill for the Indians. The latter retained their old planting field at the head of Black Rock Cove until 1681, when they sold it to Fairfield.

In the spring of the year 1659 the land question before Stratford and Fairfield was brought to the General Court at Hartford and decided. The Indians agreed to the following: 'That if the English settlers could prove that they had received the land by purchase, gift or conquest, it should be theirs. A number of witnesses gave testimony and the Court decided in favor of the plantations. The affidavits given by the witnesses are recorded in the town book under the caption, "a record of several letters presented to the Court at Hartford, whereby together with other evidences the Town of Stratford proved, and the Court granted a clear right to their land in reference to Pequonnock Indians with whom they had to do."

GOLDEN HILL RESERVATION

By the year 1659 affairs had reached such a point that some decided move had to be made in order to arrange a definite status. The result was the establishment of the Golden Hill Reservation. The Court record upon this proceeding is as follows:

"General Court, May, 1659. This Court having considered the business respecting the Indians at Pequonnock, and the difference between Stratford and Fairfield about the said Indians; do see cause to order that according unto the desire of the Indians they may quickly possess and enjoy from henceforth and for the future, that parcel of land called Gold Hill; and there shall be forthwith so much land laid out within the liberties of Fairfield as the committee appointed by the Court shall judge fit, and in as convenient a place as may best answer the desire and benefit of the Indians forementioned, for the future.

And the said committee is to see so much land laid out within the bounds of Fairfield, for the use and accommodation of Stratford as that Golden Hill forementioned is, for quantity and quality, and as may be most convenient for the neighbors of Stratford. And in case Stratford men are unwilling to accept of land, then the committee shall appoint how much and in what kind the inhabitants of Fairfield shall pay unto Stratford, in way of satisfaction. And it is ordered that this parcel of land called Gold Hill, surrendered by Stratford unto Pequonnock Indians, according to the premises, shall be full satisfaction from them unto the Indians forenamed, and that neither they nor their successors shall make any further claims or demands of land from Stratford, but shall henceforth be accounted as Fairfield Indians, or belonging to Fairfield, to be provided for by them for future as is formentioned in the order. And it is ordered that in case these Indians shall wholly at any time relinquish and desert Golden Hill, that then it shall remain to Stratford plantation, they repaying to Fairfield the one half of that which they received in consideration of the said land.

"The committee appointed by the Court to see this order put into execution are, of Norwalk, Mr. Camfield, Mr. Fitch, Richard Olmstead, Nathaniel Elye, who are to bound out the lands at Gold Hill, about 80 acres, beginning at the foot of the hill where the wigwams stood, and to run upwards on the hill and within Fairfield bounds, as is above mentioned. And the said committee is to make return to the Court in October, what they do in reference to this order."

The committee appointed accomplished its work in due season and then made the following report of the matter:

"Loving neighbors of Stratford we whose names are underwritten have according to the order we had from the General Court, without any respect to persons considered considered of the value that Fairfield men shall pay to Stratford for the eighty acres of land that the Indians do possess at Pequonnock with a due consideration of the land and the place where it lies, wherein we are agreed and do appoint that the Fairfield men shall pay to the Stratford men for the eighty acres of land that the Indians do possess at Pequonnock, twenty pound; this to be paid in beefe, porke, wheat and pease. Of beefe 2 barrels (and) of porke, good and merchantable, which we value at twelve pound, and eight pounds to be paid in wheat and pease; wheat at four shillings six pence the bushill, pease three shillings six pence the bushell, good and merchantable, and this to be payed of

Fairfield to Stratford men betwixt this and the first day of March next ensuing. This being our agreement we have set to our hands

"Narwoke, May 2, 1660.

"MATTHEW CAMFEYLD,
"THOMAS FITCH."

This settlement was accordingly made with the Indians and settlers of Fairfield and Stratford. Shortly afterward a formal agreement was drawn up with the Indians, a verbatim copy of which follows:

"AGREEMENT BETWEEN THE INDIANS OF PEQUONNOCK AND THE
INHABITANTS OF STRATFORD

"Whereas there hath been a difference between the Indians of Pequonnock and the inhabitants of Stratford, for the issuing of which it is agreed that the Indians aforesayd acknowledging their former irregular carriage and misdemeanor and promising reformation in the particulars hereafter mentioned, it is then agreed that the aforesaid Indians shall have liberty to plant and improve the land between the fence that the Indians made and the bounds which the committee laid for the aforesaid Indians, till they shall forfeit the same in the apprehension of the inhabitants of Stratford by breaking their engagement in the particulars following:

"The Indians do hereby ingage not to kill or any way molest our cattle and swine.

"They ingadge to meddle with none of our corn or pease to steale from us.

"They do ingadge so to mayntayne their fence which joynes to the fence of the Inhabitants of Stratford that the corn may be secured and if any damage comes through any defect in their fence they are to make satisfaction.

"They are further, to keep up their fence winter and summer to prevent damaging either them or us.

"They do further engadge to suffer none of the inhabitants of Fayrefeyld and those of the farmers to get in or drive any cattle through the aforesaid ground which the Indians improve, that is to say the whole bounds layed out by the committee upon and about Golden Hill.

"The Indians aforesaid are well satisfied with what the committee had done, every particular, and concerning the two highways likewise.

"These Indians have subscribed in the name of all the rest, this 24th April, 1660.

"MUSQUATTAT'S MARK.

"NESUPOSU'S MARK.

"PECHEKIN'S MARK.

"NIMROD'S MARK.

"NOMLEDGE'S MARK."

Thus was the Golden Hill Reservation established inside of the present city limits of Bridgeport and where, for over a century, the dwindling tribe of Indians lived, slowly giving up their land to the whites. By 1765 only four Indians remained. These four were removed and the white men came into possession of the ground.

DEEDS AND OTHER RESERVATIONS

The Indians continued, even after the proceedings of the General Court, to ask pay for the land which they had occupied long years before the coming of the English. To these claims the townspeople were inclined to be charitable, for they hoped thereby to obtain a peaceful and amicable understanding with the Indians and forever end the strife.

The first deed of purchase known was recorded in the first book of land records for the Colony at Hartford and was received by one Moses Wheeler, dated April 12, 1659. This deed was probably executed while the question of title was being debated before the General Court at Hartford. The deed concerned "a parcel of ground lying along the side of Potatuck River, the east end of it being on a small river, which they say is Nayump, the west end bounding to a great rock which reacheth the full length of all that plain piece of ground, and also to have two miles and a half of ground on the upland and all the meadow within that bounds." Wheeler claimed that the inhabitants of Stratford had persuaded him to make the purchase for "upwards of forty pounds," in order prevent the land from falling into other hands.

The Court ruled in 1659, as stated before, that the territory belonged to Stratford without paying for it. Wheeler was permitted to retain possession of this land for a quarter century, then the town confiscated it and laid it out into lots to be divided among its citizens, among whom was Wheeler. However, the General Court came to Wheeler's aid in October, 1684, and recommended that the town settle

in some way with Wheeler for the land. This they did by giving him one half of the ground.

On June 5, 1660, Bray Rossiter received a deed from the Indians for Stratford land amounting to about one hundred acres, located on the west side of the Housatonic about a mile above the Two Mile Island in that stream. This transfer of real estate established a precedent, for then all the Indians clamored to sell the land, their possession of which had been previously denied by the Court.

Another deed was shortly given to the English involving the Mohegan Hills. Joseph Judson was the receiver of this land which included "a hop garden hard by ye river though on ye other side." A second deed was given in 1661 of land lying west from the Farmill River, extending west to the west branch of the Pequonnock River. The third deed in 1661 was by Towtanimow and his mother the wife of Ansantaway, the old chief of Milford, who also signed the deed. The deed was made to Samuel Sherman, John Hurd and Caleb Nichols, of Stratford. Towtanimow was the chief sachem at Paugasset at that time.

In April of the year 1662 a deed was given by Okenuck, who succeeded Towtanimow, of land at the western boundary of the Paugasset lands. This deed covered some of the most desirable land along the Housatonic River. The land was deeded to Joseph Judson, Joseph Hawley and John Minor, of Stratford.

In 1671 the people of Stratford decided to purchase all the land claimed by the Indians in one piece and so escape the task of buying it in small quantities. An agreement was made with the Indians to purchase all of their claims except those embodied in the reservation made by the Court. The matter was brought before the General Court and the latter body ordered a complete settlement, also appointed deputies to attend to the details. The consideration was ten coats and five pounds of powder and twenty pounds of lead. This purchase included a large portion of the northern half of Huntington Township. The purchase cost Stratford about forty pounds and was effective in that it kept the Indians quieted for about thirteen years, when another band of claimants reaffirmed the sale of previous years, for which it is understood the white settlers gave them remuneration in very small extent. This apparently ended the matter of Indian claims to the territory.

In this connection the following paragraphs from Rev. Samuel Orcutt's History of Stratford and Bridgeport will be found interesting: "The local name Pootatuck, where the southern part of the

Village of Shelton now stands in the Town of Huntington, was within the original limits of the Town of Stratford and was occupied by Indians, apparently, until 1684, some forty years after the town began to be settled, although it was not a reservation. It was probably the most ancient settlement on that river below Weantinock and retained the original name of the river, which was Pootatuck, meaning 'falls river' or the river with many falls. From the distribution of relics as well as the name of the river it is suggested that the Mohican, or Hudson River Indians, came through the opening of the mountains a little below the present Town of Kent, Connecticut, and finding the magnificent cascade or falls at the place now called Bull's Bridge, and on ascertaining the falls at New Milford and Canaan, they named the river Pootatuck, 'falls river.' So far as ascertained, this was the only name applied by the Indians to this river when the whites first came here and from it came the general classification of Pootatuck Indians to all who resided upon it; except that they always retained—even to this day—the ancestral origin of Mohegans (usually pronounced by the Indians, Mohegans). The first settlement they made on the river of any considerable account was at New Milford, which was retained as the Council fireplace, or the capital, until the locality was sold in 1705. A small settlement was perhaps first made at Kent called Scatacook (Pish-gach-tigok) signifying 'the confluence of two streams,' for here were found by the first settlers such implements as were not made in this part of the country, as described by Dr. Trumbull. * * * The only locality that retained the original name was at Shelton, and the extensiveness of the burials made there indicates greater antiquity than elsewhere except at New Milford. There was here also at the old Pootatuck Village, an old fort, when the English first came, and a new one had been built, just before, or was built soon after, at what is still called Fort Hill on the west side a little farther up the river."

In 1681 the Pequonnock Indians sold their old planting field in Fairfield and in 1685, 1686 and 1687 disposed of all their claims in that town. Golden Hill and Coram in Stratford were alone left to them, but Coram was not popular as a home with them. Most of the Indians moved on west, Newtown and New Milford becoming important villages from 1680 until 1705. About the same time these latter two places were abandoned by the Indians and sold for small sums to the white men. This left the eighty acres at Golden Hill and even this the whites endeavored to take from the Indians, but in May, 1678, the General Court issued an order for the protection of the

Indians at Golden Hill and confirming their right to the land until they should "relinquish their right publicly."

In May, 1680, the Indians at Paugassett, through their sachem, asked for additional land, which request resulted in the appointment by the General Court of two committees, one to lay out one hundred acres at Turkey Hill for the Milford Indians and the other to lay out a similar tract at Corum Hill. The latter location never became popular and but few Indians ever lived there.

Until October, 1763, the eighty acre reservation at Golden Hill was held by the Indians without trouble, but upon that date three Indians—Tom Sherman, Eunice Shoran, his wife and Sarah Shoran—presented a petition to the General Court, claiming that they "had quietly enjoyed said lands till within a few years last past, Gamaliel French, widow Sarah Booth, Elihu Burret, Joseph Booth, Mary Burret, the Rev. Robert Ross, Ezra Kirtland, Aaron Hawley and Samuel Porter, all of said Stratford, and Daniel Morriss, John Burr, Jr., and Richard Hall, all of Fairfield, have entirely ejected and put the memorialists out of the whole of said lands and pulled down their wigwam without right." The Court acted upon this complaint by appointing a committee, consisting of Jabez Hamlin, Benjamin Hall and Robert Treat, to investigate, but their work being unsatisfactory, a second committee was named. These men, who were Jabez Hamlin, Elisha Sheldon and Robert Treat, reported in October, 1765, that an agreement had been made with the Indians to sell all of the eighty acres except "a certain piece or parcel of land called Nimrod lot, containing about twelve acres, with the spring at the point of Golden Hill aforesaid, bounded westerly by an highway, eastwardly by Pequonnock River, northerly by Jabez Summer's land, and southerly by the Cove and common land, also about eight acres of wood-land at Rocky Hill, to be purchased for them by the petitioners, they also paying to them the said Indians, thirty bushels of Indian corn and three pounds worth of blankets."

The last owner of the Golden Hill Reservation was Tom Sherman; he married Eunice Shoran and to them were born three children, Tom, Eunice and Sarah.

To sum up the relations between the white men and the Indians in this territory it may be said that both Stratford and Fairfield were considered by the Connecticut Colony as conquered and ceded territory and for a period of a decade were treated as one plantation. The same system of taxation applied to both, magistrates officiated over them as one and together they provided for the Pequonnock Indians

from 1659 until 1680. Stratford gave the land for the Golden Hill Reservation and Fairfield contributed to its support and from its inhabitants were chosen the agents for overseeing the Indians.

INDIAN WARS

The early English settlers in Connecticut experienced much trouble with the Indian inhabitants. There were two distinct wars between the two races, one in 1637 and the other in 1675-6. The former was the Pequot war, which began in May, 1637, and closed one month later in the swamp which was located near what is now the Village of Southport. Ninety men under Capt. John Mason attacked the Indians on the morning of the 5th of June and completely defeated them, killing many and driving the remainder westward. The soldiers took up the pursuit, crossing the Connecticut River and proceeding along the shores of the Sound. At New Haven a number of Indians were killed, also at Stratford where the Pequots were joined by the Pequonnocks. Hostages were taken from the Pequonnocks for harboring the enemy Indians and many of their women were sold into servitude in this state and Massachusetts. This and other cruel measures instilled into the mind of the Indian a terrible desire for revenge and it is said by authorities upon Indian histories that the struggle of later years known as King Phillip's war was the direct outcome of the punishment inflicted upon the Indians in 1637. The colonists lived in constant fear of attack and many times, even as late as 1724, the General Court despatched troops to Fairfield County for protection against possible outbreaks. In the plantations of Fairfield and Stratford, also in Norwalk, Stamford and Greenwich, the white settlers were outnumbered fully five to one by the Indians. Not only this, but the English were poorly prepared to resist a combined attack. Their lives were undoubtedly in severe danger, augmented by the trouble between the Dutch and Indians at New York. Doctor Trumbull wrote of an incident occurring near Fairfield as follows:

"In the year of 1644 the Indians were no more peaceable than they were the year before. Those in the western part of Connecticut still conducted themselves in a hostile manner. In the spring they murdered a man, belonging to Massachusetts, between Fairfield and Stamford. About six or eight weeks after the murder was discovered, the Indians promised to deliver the murderer at Uncoway (Fairfield), if Mr. Ludlow would appoint men to receive him. Mr. Ludlow sent

ten men for that purpose; but as soon as the Indians came within sight of the town, they, by general consent, unbound the prisoner and suffered him to escape. The English were so exasperated at this insult that they immediately seized on eight or ten of the Indians, and committed them to prison. There was among them not less than one or two sachems. Upon this, the Indians arose in great numbers about the town, and exceedingly alarmed the people, both at Fairfield and Stamford. * * * The Indians were held in custody until four sachems, in those parts, appeared and interceded for them, promising that if the English would release them, they would, within a month, deliver the murderer to justice."

It is not strange, considering the circumstances briefly described in the foregoing paragraphs, that the settlements at Stratford and Fairfield had trouble making progress during these troublesome times. The people were handicapped by their constant fear of attack from the savages and every means within their power was used to prepare for the worst. Outnumbered, surrounded and with inefficient militia service every day was one of watchfulness for the settlers; they worked in the fields with their flintlocks at hand, they carried firearms to church, to town meetings, everywhere they went. In more exciting periods constant guard, day and night, was maintained at every house.

Many Indian relics such as arrow heads, mortars and pestles, axes and tomahawks, small implements, pipes and vessels, have been unearthed in Bridgeport, Stratford and Fairfield. Also, within the City of Bridgeport there are traces known of three distinct burying grounds. One of these was near the old gas works, one near the Prospect Street school building and the other upon a hill south of State Street and east of Main Street.

CHAPTER II

EARLY SETTLEMENT

THE SITE—THE FIRST FAMILIES—ECCLESIASTICAL SOCIETY—PETITION FOR ECCLESIASTICAL PRIVILEGES—FIRST MEETING HOUSE—LIST OF HOUSEHOLDERS—STRATFIELD PIONEERS—DEATH OF WILSON HUBBELL—OLD STRATFIELD BURIAL GROUND—MOUNTAIN GROVE CEMETERY.

THE SITE

The City of Bridgeport, sometimes called The Park City, when first the scene of a white man's visit, was the site of an Indian village. Five or six hundred Indians lived here in about one hundred and fifty wigwams. These were the Pequonnocks. From the mouth of the Housatonic to a point near Southport there was a fertile plain of sandy and loam-bearing soil about a mile in width. Forests covered a portion of this plain, but here and there the white men found open fields, as well as spaces cleared and cultivated by the Indians. Commencing about one mile from the shore of the Sound hills began, rising gradually for a distance of twelve or fifteen miles. Upon this favorable location the nucleus of the future manufacturing metropolis was located about the year of 1665. This quiet and peaceful scene has undergone an inconceivable change in the two and a half centuries since the English came. One might write allegorically of the change, how the pioneer has moved on to the West, the Indian has disappeared and the black smoke of scores of industries has replaced the blue smoke of his campfire, but such would be needless. The fact that the Bridgeport of today is a new creation, a thing different from the Puritanical Newfield or the quaint Stratfield, is better proved by the story of her growth, from a village to the foremost city in the state of Connecticut.

THE FIRST FAMILIES

There were two families which at first located within the Town of Stratford west of the Pequonnock River. These were the families of

Henry Summers, Sr., and Samuel Gregory. It is believed now that they constructed their log houses on a spot now near the junction of Park and Washington avenues.

There were no roads in the vicinity and everything was very primitive. There had been an attempt to lay out a highway on the east side of the boundary line between Fairfield and Stratford, but beyond the laying out of a reservation four rods wide nothing had been done. An Indian trail passed to the northeast over Golden Hill, where Washington avenue is now located. The Indians had pitched their wigwams on the southern slope of the hill, near the springs which later furnished Bridgeport with her first public water. The white children then were afraid of the Indians and it is to be assumed that the elders also were apprehensive of the Pequonnocks. Fairfield had been the scene of Indian depredations before and consequently the newcomers lived in a state of constant preparedness. There were a few white people living at Old Mill Green. Also the inhabitants of Fairfield had spread out nearly to the Stratford line, or what is now Park avenue. Col. John Burr's home, which had been erected when the celebrated Indian Council had been held under oak tree in May, 1681, was but half a mile west from Samuel Gregory's house. This lent some comfort and sense of security to the Gregory and Summers families.

The third and fourth settlers in this community were Capt. John Beardsley and his brother, Samuel. Shortly after, Samuel Wells located in what is now the southern part of Bridgeport. In the northern part others came in, the Hawley family and the Booth and Sherman families. Several families came from Fairfield, also Samuel French moved here from Derby. Like other New England communities the one here was largely under the jurisdiction of the church. The history of the latter serves well as a story of the first settlement in this territory.

ECCELESIASTICAL SOCIETY

The formation of the Stratfield Ecclesiastical Society began by the organization of a school, which has been described by William B. Hincks as follows:

"The oldest document signed by the inhabitants of the plantation as such, that I have been able to find any account of, is a petition to the General Court dated May, 1678, subscribed by Isaac Wheeler, John Odell, Sr., and Matthew Sherwood, in behalf of the people of the place. The distance of nearly four miles that separates them from

Fairfield Center is too great, they say, to be easily traversed by the children, especially the younger ones, and therefore they had set up a school of their own, and employed an experienced teacher. Forty-seven children were already in attendance. The expense of the school they propose to bear themselves, but ask to be freed from taxation for the benefit of the one in Fairfield. Rev. Samuel Wakeman, minister at Fairfield, adds a favorable endorsement to the petition, though most of his parishioners were opposed to granting it. The General Court referred the matter to the Fairfield County Court, with power to act, and recommended that body to make an allowance to the petitioners, equal to or greater than their annual school tax."

This applied only to the Fairfield people residing at Pequonnock, as the Stratford people living in Pequonnock had a school on the east side of the line very early.

There are documents which seem to prove that Rev. Charles Chauncey served the people here as pastor from 1688 to 1694, for which he was paid in provisions. The proprietors of undivided lands in Stratford gave several acres of land to the new community, as they had done in other places in the town, in 1719. "Granted to our neighbors of Stratfield parish that belong to Stratford fifteen acres of pasture land. * * * for and towards the support of a Presbyterian minister amongst them forever, for the only benefit of our neighbors belonging to Stratford." About this time a merchant, Joseph Bennitt, was established in Stratfield by the vote of the society.

In 1690 another petition was sent to the General Assembly, signed by forty-six taxpayers. This list is probably reasonably complete in the names of the householders then living here.

"PETITION FOR ECCLESIASTICAL PRIVILEGES

"To the Gen'l Court of Connecticut (whom we honor), in their next session at Hartford:

"We, the inhabitants and persons of Poquonnock, do in all humility address and apply ourselves unto you in mann'r method and form following:

"Manifesting unto this honor'd respected representative body that this vicinity of Poquonnock afores'd appertaineth part to the town of Fairfield, and part to the town of Stratford, unto which two townships it hath been fully responsible according to obligations, for meeting house and school dues, rates and assessments; we, the dwellers there, have to the towns we have been engaged to, ever punctually paid

our acknowledgements, taxes and charges, as we have from time to time been laid under such bonds and indisputable engagements. But now since we are by the blessing and grace of Almighty God risen and advanced to somewhat more maturity and ripeness, and grown more populous than before, in capacity to stand within ourselves, without running for succor six or seven miles on one hand, and at least four on the other; we doe make it our joynt, ardent request and passionate petition to this honor'd esteem'd Court, that you would in the greatness of your goodness, and out of your sincere zeal to the comfort of this part every way, so order it in your new convention that wee, every one of us, that are settled inhabitants of and steady dwellers in Poquonnock, may be exempted and relaxed from any minister's rate or rates and schooll mastours salerys, either in Fairfield or Stratford afores'd, purposing (God smiling on and favouring our enterprises) to suit o'rselves in time convenient w'th such meet instrum'ts for ye pulpit and scholl, as may most and best serve the interest of our God, and do our souls and children most good; such as shall bee most painfull pious and profitable for these ends to w'ch they were ordain'd, and are improv'd. And your humb. petitioners shall ever continue to pray for your long life and prosperity, subsigning this our address, dated 2d May, 1690.

"John Bardsle, Sr.
 "Richard Hobbell, Sr.
 "Matthew Sherwood.
 "Samuel Wells.
 "Isaac Wheeler.
 "James Benitt.
 "Roburd Bishop.
 "Jacob Wakelen.
 "Samuel Hubbell.
 "Samuel Hall.
 "Richard Hubell.
 "Samuel Tredwell.
 "Izhak Hall.
 "Thomas Wheller.
 "Moses Jackson, Jr.
 "Matthew Sherwood, Jr.
 "David Reynolds.
 "Nathaniel Knapp.
 "Will Bardsley.

"Matthew Sherwood, Jr.
 "Isaac Wheeler, Sr.
 "Thomas Griffin.
 "Samuel Morhous.
 "Samuel Bardsle.
 "Samuel Bardsley.
 "David Sherman.
 "Samuel Gregory.
 "John Odell, Sr.
 "John Wheller.
 "Joseph Seely.
 "Samuel Jackson.
 "Moses Jackson, Sr.
 "Ephraim Wheller.
 "Daniel Bardsle.
 "Samuel French.
 "Samuel Hubbell.
 "Timothy Wheller.
 "Thomas Benit.

"Ed Tredwell,

"Jacob Joy.

"John Odell, Jr.

"John Benitt, Jr.

"Thos. Morhous.

"John Sherwood.

"Joseph Joy.

"Samuel Sumers."

At the time of this above petition Fairfield opposed the idea of the petitioners, but in May, 1694, they renewed their request and liberty was granted to them by the General Assembly to organize an independent society of their own. The name Pequonnock was then changed to Fairfield village, and in May, 1701, to Stratfield.

FIRST MEETING HOUSE

Under date of December 29, 1692, there is the following record: "The neighbors at Paquonnock requested of the town liberty that in case the good people at Paquannock should see cause to build a meeting house there at Paquonnock the liberty to set the said house part upon Stratford bounds, and said town by vote granted the same." This proves that good feeling existed between the people of the new settlement of Pequonnock and the Stratford settlers. It is therefore probable that the first meeting house was located on the Fairfield-Stratford boundary line. W. B. Hincks wrote: "In 1693 the foundation of a house of worship was laid on an eminence in the upper part of Division street (Park avenue), a few rods south of the King's Highway (North avenue). This height affords a pleasant view of the surrounding country and is still called Meetinghouse Hill. The building, though small, was not completed until 1695, and in the meantime it is probable that the people gathered upon the Sabbath in a private house, having already provided themselves with a pastor."

Following is a copy of the first page of the earliest Stratfield church book, which gives quite an insight into the life at that time:

"The Church of Christ in Stratfield (formerly called Poquan-nuck) was gathered and Charles Chauncey was ordained the pastor thereof. June 13, 1695.

"The names of those that at that time were embodied into church estate were as followeth:

"Charles Chauncey, Past'r.

"Richard Hubble, sen.

"Isaac Wheeler, sen.

"Mathew Sherman.

"Rich'd Hubble, jun'r.

"James Benitt, Sr.

"Samuel Beardsley.

"Samuel Gregory, Sr.

"David Sherman.

"John Odill, Jr.

"The names of those that were afterwards received by vertue of Letters Dismissory or Recommendatory from other churches were as followeth:

"From Fairfield Church

"Mary Sherwood.

"Anne Wheeler.

"Mary Odill.

"Rebecca Gregory.

"Ruth Tredwell.

"Mercy Wheeler.

"Abigaill Wells.

"Elizabeth Sherwood.

"Sarah Odill.

"Their letters were read and accepted Anno 1695.

"From Stratford Church

"Abigaill Hubble.

"Mary Bennit.

"Abigaill Beardsley.

"Abigaill Wakely.

"Temperance Hubble.

"Mercy Sherman.

"Their letter was read and accepted July 10, 1695.

"Concord. Joseph Wheeler and wife. Their letter was read and accepted.

"From the Church of Christ, Norwalk; Mary Jackson, her letter was read December 20, 1697, and accepted.

"Stratford, Hannah Fairchild; her letter was read and accepted by the church September 10, 1699.

"Thomas Hawley, his letter was read and accepted.

"Fairfield church; Mary Beardsley, Jno's wife; her letter was read and accepted July 26, 1702.

"Woodbury, Abegaill Tredwell's letter was read and accepted November 24, 1704.

"Concord, Sarah Whitacus, her letter was read and accepted June 17, 1705.

"Charlestown, Zachariah Ferris, sen., his letter was read and accepted September 9, 1705."

There were ninety-seven persons in the church at the time of Reverend Chauncey's departure in 1714. Rev. Charles Chauncey is known as the first pastor of the Stratfield Congregational Church. He was the son of Rev. Israel Chauncey, of Stratford, and a grandson of President Chauncey of Harvard College. He was born at Stratford September 3, 1668, and died in the year 1714. He was a graduate of Harvard College in 1686 and was married at Pequonnock June 29, 1692, to Sarah Burr, daughter of Maj. John Burr and great-granddaughter of Jehu Burr, one of the first settlers of Fairfield. In 1697

his wife died, after which he married Sarah Wolcott of Windsor in 1698. Her death occurred in 1702 and in 1710 he again married, choosing Elizabeth Sherwood as his bride. The first deacon of Reverend Chauncey's church was David Sherman, one of the first settlers of Pequonnock. The second meeting house of the church was erected in 1717, under the pastorate of Samuel Cooke. This old Stratfield church was the parent of the old First Bridgeport Church.

LIST OF HOUSEHOLDERS

In the handwriting of Rev. Samuel Cooke, the second pastor of the Stratfield Church, there exists an old record, giving the names of the householders residing in the parish about the year 1733 or 1734. The date is left blank upon the record, but the above mentioned years are undoubtedly the correct ones. The spelling of the names is identical with that in the old record. This list follows:

James Bennitt, Sr.	Samuel Cooke.
Isaac Bennitt.	Elijah Crane.
William Bennitt.	Jonah Curtiss.
James Bennitt, Jr.	John Edwards, Sr.
Stephen Bennitt.	Thomas Edwards.
William Beardsle, Sr.	John Edwards, Jr.
Daniel Beardsle.	Sarah Fayerweather.
John Beardsle, Sr.	John Fayerweather.
Nathan Beardsle.	Abigail Fayerweather
William Beardsle, Jr.	Deborah Fairchild.
Ebenezer Beardsle.	James Fairchild.
David Beardsle.	Samuel French's widow.
John Beardsle, Jr.	Samuel French.
Obadiah Beardsle.	Ebenezer French.
Joseph Booth.	Samuel Gregory.
John Burr, Sr.	Benjamin Gregory.
John Burr, Jr.	Ebenezer Gregory.
Charles Burrett.	Thaddeus Gregory.
Stephen Burrows.	Enock Gregory.
Samuel Cable.	Francis Hall, Sr.
Israel Chauncey.	John Hall.
Robert Chauncey.	Samuel Hall.
Caleb Cole.	Burgess Hall.
Daniel Comestock.	Francis Hall, Jr.,

Richard Hall.	Hezekiah Odell.
Elnathan Hall.	Samuel Odell.
Ebenezer Hawley.	Samuel Patchen.
James Hawley.	Benjamin Phippeny.
William Hodgden.	John Porter.
Matthew Horn.	Valentine Rowell.
Richard Hubbell, Sr.	Henry Rowland.
James Hubbell.	Zachariah Sanford.
John Hubbell.	Ezekiel Sanford.
Daniel Hubbell.	Thomas Sanford.
Stephen Hubbell.	James Seelye's widow.
David Hubbell.	Joseph Seelye.
Joseph Hubbell.	David Sherman, Sr.
Ebenezer Hubbell.	David Sherman, Jr.
Zachariah Hubbell.	Enos Sherman.
Richard Hubbell, Jr.	John Sherwood.
Andrew Hubbell.	Nathaniel Sherwood.
Nathan Hurd.	Matthew Sherwood.
Moses Jackson.	William Smith, Sr.
John Jackson's widow.	William Smith, Jr.
Gabriel Jackson.	John Smith's widow.
John Jackson.	Jacob Starling.
David Jackson, Sr.	Henry Stevens.
David Jackson, Jr.	Peter Stevens.
John Jones.	Thomas Stoddard.
Edward Lacey.	Samuel Summers' widow.
John Lacey.	Henry Summers.
Ebenezer Lacy.	John Summers.
Zachariah Lawrence.	David Summers.
Matthew McHard.	Nathan Summers.
John Mallett, Sr.	Edward Tredwell.
David Mallett, Jr.	Deborah Tredwell.
John Man.	Benjamin Tredwell.
Samuel Martin.	Zachariah Tredwell.
Nicholas Masters.	Hezekiah Tredwell.
Zachariah Mead.	Samuel Tredwell.
John Middlebrook.	Jacob Tredwell.
Noah Morehouse.	Samuel Trowbridge, Sr.
John Odell.	Samuel Trowbridge, Jr.
Samuel Odell's widow	Jonah Turny.
William Odell.	Robert Turny.

Jonathan Wakely, Sr.
Henry Wakely.
Joseph Wakely.
Israel Wakely.
Nathaniel Wakely.
Jonathan Wakely, Jr.
Samuel Wells' widow.

Samuel Wells.
John Wheeler.
Timothy Wheeler.
Isaac Wheeler
Ebenezer Wheeler.
Richard Whitney,

STRATFIELD PIONEERS

Isaac Wheeler was one of the first settlers of the Town of Fairfield in 1644. He was a farmer and landowner on a large scale. It is said that his mother paid a tax on 706 acres of land in 1681. Of this land Isaac had received his share prior to his father's death in 1670. He was one of the nine male members of the first Stratfield church when it was organized.

Samuel Welles was a farmer, a part of his land being the portion known as Welles' Tongue. He was the son of John Welles and the grandson of Governor Thomas Welles. In fact it was John Welles who first laid out the land and it was bequeathed to Samuel in his will. Samuel had one son, David Wakenian Welles.

John Mallett was a native of France and also an agriculturist. The Mallett family afterward located at Tashua was descended from John Mallett.

Benjamin Hubbell was a tiller of the soil and married into the Middlebrook family of Trumbull. He had one son, John, who married Betty Brothwell and became the father of five children, all daughters.

Benjamin Wheeler was the grandson of Isaac Wheeler and followed the usual occupation of farming. Benjamin Wheeler was the father of Timothy Wheeler, and the grandfather of Benjamin, Ezra and Hannah Wheeler.

Samuel Odell, farmer, was once a justice of the peace and one of the "pillars" of the church. He had one son, Maline Odell. Maline was lost at sea about 1800 while sailing in a clipper-built schooner commanded by Capt. Benjamin Wheeler, a descendant of Isaac. None of the crew or the vessel were ever heard from after departing from New York. Captain Wheeler himself left a wife and five children.

Capt. Abel Wakelee, a deep sea sailor, was drowned when the brig Julius Caesar was sunk while en route from the West Indies to Bridgeport with a load of salt. The crew and the officers were all saved in the lifeboat, except Captain Wakelee and a colored man, Ned,

a slave owned by Capt. Amos Hubbell, who owned the brig. The captain left two sons, Charles and Walker.

William Rose was a Frenchman and lived in Nova Scotia before coming to Stratfield. He was one of the colony of French there which was deported prior to the Revolution by the English and distributed among the thirteen New England states. Doctor Fogg was also among the number who were landed in this vicinity. Rose pursued the occupation of gardener here, while Doctor Fogg practiced his profession until his death after the Revolution. Rose lived until April 21, 1812, reaching the age of ninety years. The story has been written of Rose that he and his dog, Lyon, were in a small boat off shore fishing, when the boat capsized. Rose was unable to swim, so he grasped his dog's tail and commanded him to swim for shore. The shore almost gained, the dog for some reason turned about. "Tudder way, Lyon," again ordered the master, whereupon the dog resolutely faced toward land again and drew Rose to the shore and safety.

Hezekiah Wheeler was a tailor and his product consisted of heavy buckskin breeches, quite the fashionable wear in those days. He was a descendant of Isaac Wheeler. Hezekiah had one son, Wilson, who was lost at sea.

William Hubbell was a house painter. David Hubbell was his son.

An interesting character of pioneer days here was Justin Smith, a stone cutter. He was a native of Springfield, Massachusetts, and was particularly skilled in working the brown stone of the Portland quarries in Connecticut. In 1789 he left that place with a ship cargo of that stone, bound for Mill River at Fairfield. A storm came up and he was forced to seek refuge in Bridgeport harbor. While here a number of citizens persuaded him to remain and employ his trade in this place. This he did and became one of the most respected and valued citizens of the community. Some of the evidences of his stone-cutting ability is attested by the brown stone monuments in the old Stratfield burying ground and in Mountain Grove where some have been moved from the old Division Street Cemetery. His home stood at about the present 240 Park Avenue. Mr. Smith died March 17, 1835, at the age of eighty-one years. He married Mary Fox of Chatham and to them were born several children. She survived her husband fourteen years, dying at ninety-two years of age.

Capt. Samuel Wakelee was a shipmaster and before the Revolution was in the passenger service between the States and Europe.

Capt. William Worden, carpenter, farmer, whig, militia captain

and strong church member, was a prominent member of the early community here.

Justus Burr was the son of Col. John Burr and a farmer. He met his death while drawing a load of hay into his barn by ox-team. The oxen ran through a small door and crushed him.

Ezra Kirtland was a blacksmith. He came here before the Revolutionary war from Wallingford and located on the old Golden Hill Road, later Washington Avenue. Upon part of his land the Pequonnock Indians had been located when the parish was first settled. The Kirtland family probably owned a greater part of the land south of Washington Avenue as far south as Fairfield Avenue. Ezra Kirtland married a daughter of Zebulon Wakelee and had two sons—Zebulon and Ezra. Courtland Street was named in honor of the Kirtland family, the name becoming changed in the process.

Capt. Joseph Knapp was master of a coasting vessel carrying grain between here and Boston. This constituted a very profitable business then as all the trading was done in Boston by Bridgeport merchants. About 1790 the trade switched to New York. The captain had three children—Joseph, Jr., Patience and Ruth. Joseph, Jr., was killed by a fall from a tree when eighty years of age.

Thaddeus Gregory was a merchant and house joiner, also prominent in military affairs. He died in 1777 at the age of seventy-seven years.

Zebulon Wakelee was a farmer and lived on Division Street (Park Avenue), near the first meeting house.

Andrew Sherwood was a farmer and blacksmith. His two sons were David and Zachariah.

Lewis Angevine, a Frenchman and weaver, was a well known character in the early community. He was known as an eccentric sort of chap.

Capt. Thaddeus Bennett, a shoemaker and farmer, became noted at the break of the Revolution. He was captain of the trainband and went to New York with his company in August, 1776, to aid in the defense of that city. His company suffered large casualties and the captain himself died soon after returning from the 1777 campaign. He left four children: Joseph W., Thaddeus, Jr., Grizell and Sarah. The girls married Isaac Odell and Nathan Fairchild, respectively, both of whom saw service in the Revolution.

Lieut. David Sherman was a farmer and lieutenant of the Stratfield militia company. He had three sons—Elnathan, Jonathan and

David. The latter was killed by lightning in the old Pequonnock meeting house July 28, 1771.

Dr. James Eaton Beach, a descendant of Governor Theophilus Eaton of the New Haven Colony, came from New Haven to Stratfield about 1778 and became the parish physician. He became very prominent here.

Jabez Sherman moved to New Haven in the early '70s prior to the Revolution.

Josiah Treadwell was a weaver by trade, which was also followed by his son, Samuel.

Enoch Gregory was a farmer of large means and a slaveholder.

Andrew Beardsley was a weaver. John W. Beardsley, Henry and Rufus Burr were his descendants. Another weaver at this time was John Hall.

Capt. Samuel Sherwood was a farmer and slave owner. He married Ann Nichols. In this way he came into possession of New Pasture Point, later called Sherwood's Point, from which vessels were loaded for the West Indies.

David Sherman was one of the first settlers in the parish. His home, which was very pretentious for the time, was located on the top of Toilsome Hill. He was the son of Samuel Sherman, of Stratford, who came from the Town of Dedham, Essex County, England, and was one of the nine original members of the church in Stratfield. He was the father of nine daughters, one of whom married Henry Rowland, grandson of Henry Rowland who came to Fairfield from Essex County, England.

Samuel Edwards was a farmer. His son, Shelton, was murdered in 1796 at the store of David and John DeForest, corner of State and Water streets, Bridgeport, where he worked. It was late in the year, at 10:30 o'clock one night, when some unknown persons or person caused the death of young Edwards by beating in his head with a hammer and cutting his throat, then placed under the counter and the store fired. The DeForest boys claimed that their store was robbed at the same time. No evidence of the identity of the murderer was ever found.

Ebenezer Hall, Nathaniel Sherwood and Gurdon Sherwood were all prominent farmers in Stratfield. Hall was both a poet and post-rider at different times.

Capt. John Edwards, a native of Scotland, came to this country about 1700. In Scotland he was an officer in the army, was taken prisoner and as a rebel was sentenced to face the firing squad. On the way

to the place of execution, guarded by a light cavalry troop, he made his escape and hid under a bridge. The soldiers did not find him and before long he was aboard a vessel, bound for the States. It is thought that he landed at Black Rock harbor and built his home on Chestnut Hill, where the wilderness concealed his abode from passing ships. He died about 1740 at the age of eighty-eight years and was buried in the old Stratfield Cemetery, where his wife, Mary, also lies. He is said to be the ancestor of nearly all the Edwards in this vicinity.

John Nichols was a farmer, blacksmith and innkeeper. General Washington lodged with him while traveling to Rhode Island to meet General Lafayette. Nichols, as the story goes, once owned a negro slave named Tom, who ran away and was never apprehended.

William Burr, merchant and justice of the peace, and Joseph Strong, farmer and also a justice of the peace, were early settlers of Stratfield.

Quite an unique person in early Stratfield was Rev. Robert Ross, who became pastor of the church November 28, 1753, and remained as such for more than forty-two years. He was a graduate of Princeton College and an ardent whig. It is said that he was of commanding appearance, with his wig, cocked hat, black clothes, white-topped boots and six feet of stature. Reverend Ross was a slaveholder, owning one negro, Pedro. After the Revolution he held no more slaves. Reverend Ross died August 29, 1799, of fever and within the day his wife followed him on account of the same malady. They were interred in the same grave.

Benjamin Fayerweather, farmer, was the owner of Fayerweathers Island, where the Black Rock lighthouse was afterward located. He had one son, Nathaniel, who married Charity Summers, and they had three children—James, Daniel and Polly. Nathaniel Fayerweather was taken prisoner by the British on Long Island Sound and confined in what was afterward Doctor Spring's old brick church, then in possession of the enemy. In this prison Nathaniel died of smallpox.

John Holburton, a native English farmer; Samuel Cable, a cooper and innkeeper; Sergt. Jabez Summers, farmer; Abel Lewis, cabinet maker; were others of usefulness in the settlement.

Jacob Sterling, a ship carpenter, came from England, thence to Haverhill, from which place he escaped at the time of the Indian massacre. He first went to Lyme, Connecticut, and then came to this parish.

Abijah Sterling, a grandson of the above, was for many years a representative in the General Assembly. In his old fashioned chaise

in 1776 he rescued David Sherman and Esquire Sterling who were suffering with dysentery at Harlem. He brought them home in his carriage, after which they recovered. Lieut. Edward Burroughs of this parish died with the same sickness after reaching home.

Abijah Beardsley was a farmer and blacksmith. He married Drusilla, daughter of Master Wheeler of Toilsome Hill. Three sons were born to them, namely: Anson, Wheeler and Abijah. Abijah, Jr., in his youth shipped from Bridgeport as a seaman, in a brig commanded by Capt. Samuel Hawley, to Antigua. On this voyage he was taken by an English press-gang and forced to serve on a British man-of-war. When this ship returned to Antigua he was released through the efforts of Sylvanus Sterling and Robert Southworth, who were in business there. Soon after he arrived home he again shipped on board of a schooner sailing for the West Indies. This schooner was lost in a hurricane in 1806 and all on board were lost.

Stephen Burroughs was one of the foremost men in Stratfield. He was sort of a jack-of-all-trades, being ship-builder, Boston coaster, astronomer, surveyor and inventor. In the War of the Revolution he followed his whig tendencies and raised a company of "Householders," of which he was elected captain. Several times he was representative to the General Assembly and was also justice of the peace for several years. It is said that about the year 1798 he invented a system of federal money which was later used by the United States. He died in 1817 at the age of eighty-eight years, having been blind for some time before his demise. Four sons and three daughters descended from him, namely: Stephen, Isaac, David and Abijah, Eunice, Betsey and Huldah. Abijah was lost at sea and David died of fever in Boston.

Elijah Burritt was a notable pioneer of Stratfield, and lived to be ninety-eight years of age. His death occurred September 23, 1841. Mr. Burritt was the father of one son, Daniel, and three daughters.

Philip Nichols was a young man with wisdom enough to believe that the west side of the harbor would first become a city. Accordingly he bought considerable land there, where much of the business portion of the City of Bridgeport now lies.

William Pixlee, from Massachusetts, came to Stratford when of age and bought land on the spot later the southwestern corner of Old Mill Green.

Richard Nichols, the son of Isaac, Jr., was but twelve years of age when his father died, whereupon he, his mother, and two brothers removed to Newtown, L. I. Richard returned in 1702 and married

Comfort, daughter of Theophilus Sherman. His home was on the corner of Old Mill Green and East Main Street.

Samuel Sherman, Jr., was the first settler of this place on Old Mill Green. In 1663 his father purchased James Blakeman's half of the mill property here, which consisted of twenty acres of upland and some meadow. Samuel Blakeman owned the other half. In 1680 Samuel Sherman, Sr., presented this property to his son, Samuel, Jr. The highway later known as Pembroke Street began at the house of Mr. Sherman.

Ebenezer Hurd was a postrider for a period of forty-eight years. In the *Magazine of American History*, 1885, page 118, an article by Mrs. Martha J. Lamb contains the following: "This same year (1775) Ebenezer Hurd, a regular postrider, closed a service of forty-eight years, having begun it in 1727. Once in a fortnight, during that entire period, he had made a journey from New York to Saybrook and back, 274 miles. In other words—for such is the computation—during those forty-eight years he had traveled over as much space as $12\frac{1}{2}$ times around the world, or as far as to the moon and half-way back. Meantime, what of the wife? Bringing up the children, managing the farm and during one year at least, 1767, spinning not less than 500 yards of wool and flax, all raised on the place, making and mending, especially for that indefatigable rider, who was doubtless 'hard on his clothes.'" Ebenezer was just as indefatigable as a father, as he was blessed with fifteen children. Abigail Hubbell was his wife. Two of his sons—Ebenezer, Jr., and Andrew were also postriders, frequently riding in their father's place as well as attending to their own duties.

Capt. Stephen Summers was a farmer and Boston coaster. His son, Stephen, Jr., was a master of the brig *William*, plying from Bridgeport to New Providence. In November, 1810, she left port here and was never again seen.

Capt. Amos Hubbell was numbered among the most prominent citizens of early Bridgeport. Franklin Sherwood writes of Captain Hubbell as follows: "The borough was soon to be called upon to mourn the death of one of its most respected and prominent citizens and its first warden, Capt. Amos Hubbell, who died July 2, 1801, aged fifty-five years. It is stated, on creditable authority, that he was a son of Capt. Abraham Hubbell, who came from Wilton, built a wharf and store north of the Fairfield Road, and died of smallpox at Boston. He was succeeded in his business in Newfield by his two sons, Richard and Amos. The family were active whigs during the Revolution.

Soon after the Revolution Captain Amos built a store on Water Street north of Morris Street, which for a long time was known as the 'Yellow Store,' from the color of its paint. He dissolved partnership with his brother and continued business in his new store. He was engaged in the Boston coasting and West Indian trade. It is stated that he owned a ship and two brigs, one of which was named Julius Caesar, and was built near his store. At the time of his death his residence was on the north side of Morris Street. Previous to that he resided on Clinton Avenue. Of his sons, Amos, Jr., died in Havana of fever in October, 1798, and Wilson was thrown overboard at sea by an officer of a French privateer. A third son, Charles Benjamin, was for many years one of the leading citizens of Bridgeport and was at one time mayor of the city. Capt. Amos Hubbell was buried in the Stratfield Cemetery and upon the slab marking his grave are carved the following words:

"This stone is erected to the memory of

CAPTAIN AMOS HUBBELL,

Who died July 2, 1801,

Aged 55 years.

Which also records the death of his two sons

Amos and Wilson.

The former of whom died at Havana on the
18th day of October, 1798, of malignant fever,

Aged 18 years.

And the latter was deprived of life while in the
proper discharge of the duties of his profession
by an unprincipled officer of a French privateer,
who deaf to the claims of justice and the
cries of humanity, plunged the sufferer into the
ocean and left him to perish in the waves

on the third day of April, 1799,

Aged 26 years.

When sweet content serenely smiles around
Like fair summer evening, Ah! how soon
The charming scene is lost, the deepening shades
Prevail and night approaches, dark and sad,
"Till the last beams faint glimmering die away."

The death of Wilson Hubbell occurred while the United States and France were at war. Young Hubbell was homeward bound from the West Indies, when his ship was taken by a French privateer. William Cable, his mate, and one seaman were taken away, while Hubbell, Samuel Cable, seaman, and Josiah Burr, cook, were left on board. A prize master and two French sailors were placed with them. The privateer left her capture in charge of the Frenchman. The weather being calm, the prize master went into the cabin for a sleep, laying his sword and pistols beside him. As soon as he had fallen asleep, Hubbell stole into the cabin, captured the Frenchman's arms, and locked him in. He then secured the two French sailors. The Frenchman asked for a parley, which was graciously, but unwisely granted. The two sat upon the quarter-rail to smoke and talk. The Frenchman dropped his cigar in the course of the conversation, then dropped it a second time between Hubbell's feet. Pretending to stoop down to pick it up he suddenly grabbed Hubbell by the feet and pitched him overboard. The sea was calm, so Hubbell swam rapidly after the sloop, begging to be rescued. The Frenchman paid no heed to his entreaties and permitted him to drown.

Capt. Amos Hubbell had one other son, Anson, and a daughter, Catherine.

Capt. Josiah Lacey, a house joiner by trade, was commissioned in 1777 by Governor John Hancock to raise a company for the Continental army. This he did and was its captain for three years. After the war he built a house at 237 State Street.

Capt. Daniel Lacey was captain over all the guard companies stationed from Division Street (Park Avenue) to Saugatuck River during the Revolution. The first of the Laceys in this territory was Edward. Others were John, Henry, Winthrop, Josiah, Michael, Squire, Benjamin, and Zachariah.

From the North of Ireland during the Revolution came Patrick Keeler and John Hopkins.

Jedediah Wells, son of Capt. Jedediah Wells, who was lost at sea about 1758, was a large land owner in the south part of the settlement. The family was descended from Governor Thomas Wells.

Capt. Daniel Sterling, an early settler, was for many years a ship-master between here and Liverpool.

Elijah Hawley was a carpenter and a deacon in the church. His son, Jesse, is said to have been the projector of the Erie Canal, and that he suggested the work to Governor Clinton.

The only centenarian in the early parish was Abel Hubbell, who

died at the age of one hundred and three years. Elijah Burritt and Ozias Burr both reached the age of ninety-eight, also a woman named Molly Jackson was buried in the old parish ground at the age of one hundred and one years, although she was not known as a resident here.

Dr. Daniel Clifford was the first resident physician in the parish.

Capt. David Hawley, son of James, owned the first brick house within the present city limits. It was located on the corner of Water and Gilbert streets. Captain Hawley was with Arnold in the battle of the flotillas on Lake Champlain, also led the expedition which captured Judge Thomas Jones, of Hempstead, L. I., who was afterward exchanged for an American officer, Gen. G. S. Silliman. Captain Hawley died in 1807. His brick house was afterward used as a saddle factory, and operated by Seth B. Jones.

Capt. Abijah Hawley was in early life engaged in the Boston coasting trade and later became a prominent Bridgeport merchant. His descendants, Munson and Marcus C. Hawley, became prominent citizens of the city later.

Nehemiah Allen was a shoemaker and came from Stratford prior to the Revolution. Ephraim Wilcox was a boat builder and also came from Stratford. He was known as a very good literary scholar, together with Elijah Burritt and Philip Nichols, and possessed a large library.

John S. Cannon came to Bridgeport about 1790 from Norwalk. He was a merchant of good standing and possessed a large fortune. His residence was located on the corner of Water Street and Fairfield Avenue.

Lambert Lockwood came to Bridgeport from Wilton, Connecticut, about the same year as Cannon, and had his residence on the north side of State Street. He was a very public spirited man and a prominent member of the church.

Salmon Hubbell also came to Bridgeport in 1790 from Wilton and located on the bluff fronting Water Street, south of the land adjoining Mr. Cannon. He was a captain and paymaster in the Continental army and participated in the taking of Stony Point fort under command of General Wayne. He was the first town clerk of Bridgeport.

Isaac Hinman came here from Trumbull and first resided on the corner of Main and Bank streets, afterwards on the corner of Wall and Water streets.

Ezra Gregory, Sr., came here from Wilton in 1796. His home

located on the west side of Main Street at the head of Wall was used by him for several years as a tavern.

OLD STRATFIELD BURIAL GROUND

The Stratfield Burial Ground, the oldest in the city, was used from the time of the earliest settlement until 1812, when an addition was made. This had been the resting place of all the members of the Stratfield parish.

By 1812 the ground had become too small and, upon petition of James E. Beach and others to the session of the General Assembly in October, 1811, showing that they had bought a tract of land bounded north on Slias Sherman; east on Division Street; and south and west on land of Abijah Hawley; they were incorporated as The Bridgeport and Stratfield Burying Ground Association. Lambert Lockwood was the first clerk. A son of Ezra Wheeler was the first child and Elijah Burr was the first adult buried here in 1812. This cemetery was largely used until about 1850. At this time the growing population of the vicinity necessitated a change of some kind, so in 1849 Mountain Grove Cemetery was established. Then came the question of removing the bodies in the old cemetery to the new. For some time agitation continued and the wisdom of such an act was discussed from every angle. Finally under an act of the General Assembly in May, 1873, the removal was made possible and accomplished during the years 1873 and 1874. P. T. Barnum bought the entire territory. The removal of the bodies was made to the west side of the Mountain Grove grounds under the supervision of George Poole. Over three thousand graves were changed. Hardly any trace of the old Stratfield Cemetery now remains, as streets cross the site and attractive rows of houses cover what was once the pioneer cemetery of Bridgeport.

CHAPTER III

THE GOVERNMENT OF BRIDGEPORT CITY

STRATFIELD—PETITION FOR ECCLESIASTICAL PRIVILEGES—THE FIVE PERIODS—THE FIRST PERIOD—THE FIRST COMMUNITY—NEWFIELD—THE FIRST MEETING—FURTHER FACTS ON EARLY HIGHWAYS.

STRATFIELD

Although the history of the City of Bridgeport proper does not begin until 1798, when the inhabitants of the Village of Newfield, in the Town of Stratford, were recognized by the General Assembly in that they were granted the right to maintain a fire engine company, the founding of the community known as Stratfield must be recognized as one of the first governmental moves leading to the creation of the City of Bridgeport.

The locality when first visited by the English was the site of an Indian village, comprising four or five hundred inhabitants. As mentioned before, two families first settled west of the Pequonnock River. The heads of these households were Henry Summers, Sr., and Samuel Gregory. Their first houses were located near the junction of Park and Washington avenues.

At that time no highways were laid out in this vicinity. On the east side of the boundary line between Fairfield and Stratford there was a reservation four rods in width which had been made for a highway, but had never been surveyed properly. Also, an Indian trail traversed Golden Hill to the northeast; this latter was made a legal roadway in 1686. In 1687 the King's Highway, now known as North Avenue, was laid out and, some time later, the Toilsome Hill road, now named Park Avenue.

Fairfield and Stratford had become communities of good size and naturally the short distance between them soon caused them to merge. It is said that they first met at a point now near the junction of North and Park avenues, where a new village was formed, later taking the

name of Stratfield, using the first syllable of Stratford and the last of Fairfield. This community grew rapidly and in 1690, believing themselves of sufficient size to maintain a separate government, petitioned the General Assembly for a parish. This document follows:

"PETITION FOR ECCLESIASTICAL PRIVILEGES

"To the General Court of Connecticut (whom we honor), in their next session at Hartford.

"We, the inhabitants and persons of Pequonnock, do in all humility address and apply ourselves unto you in manner, method and form following:

"Manifesting unto this honored, representative body that this vicinity of Poquonnock aforesaid appertaineth part to the town of Fairfield, and part to the town of Stratford, unto which two townships it hath been fully responsible according to obligations, for meeting house and school dues, rates and assessments; we, the dwellers there, have to the towns we have been engaged to, ever punctually paid our acknowledgements, taxes and charges, as we have from time to time when laid under such bonds and indisputable engagements. But now since we are by the blessing and grace of Almighty God risen and advanced to somewhat more maturity and ripeness, and grown more populous than before, in capacity to stand within ourselves, without running for succor six or seven miles on one hand, and at least four on the other; we do make it our joint ardent request and passionate petition to this honored, esteemed Court, that you would in the greatness of your goodness, and out of your sincere zeal to the *comfort* of this part every way, so order it in your new convention that we, every one of us, that are settled inhabitants of and steady dwellers in Poquonnock, may be exempted and relaxed from any minister's rate or rates and school master's salaries, either in Fairfield or Stratford aforesaid, purposing (God smiling on and favoring our enterprises) to suit ourselves in time convenient with such meet instrument for ye pulpit and school, as may most and best serve the interest of our God, and do our souls and children most good; such as shall be most painful pious and profitable for these ends to which they were ordained and are improved. And your humble petitioners shall ever continue to pray for your long life and prosperity, subsigning this our address, dated 2d May, 1690.

"John Bardsle, Sr.

"Richard Hubbell, Sr.

"Matthew Sherwood.

"Samuel Wells.

"Isaac Wheeler.	"John Wheller.
"James Benitt.	"Thomas Wheller.
"David Reynolds.	"Joseph Seeley.
"Nathaniel Knapp.	"Moses Jackson, Jr.
"Will Barsley.	"Samuel Jackson.
"Matthew Sherwood, Jr.	"Ephraim Wheller.
"Isaac Wheeler, Sr.	"Daniel Bardsle.
"Thomas Griffin.	"Samuel French.
"Roburd Bishop.	"Samuel Hubbell.
"Samuel Morhous.	"Timothy Wheller.
"Jacobe Wakelen.	"Thomas Benit.
"Samuel Bardsle.	"Ed. Treadwell.
"Samuel Hubbell.	"Jacob Joy.
"Samuel Bardsley, Sr.	"John Odell, Jr.
"Samuel Hall.	"John Benitt, Jr.
"David Sherman.	"Thomas Morhous, Jr.
"Richard Hubbell.	"John Sherwood.
"Samuel Gregory.	"Joseph Joy.
"Samuel Treadwell.	"Samuel Summers.
"John Odell, Sr.	"Matthew Sherwood, Jr.
"Izhak Hall.	"Moses Jackson, Sr."

The above list undoubtedly gives complete information as to the identity of the householders in Pequonnock community in the year 1690. The text of the petition shows the close relationship in these days between church and state, the former being practically the governing force of the community. Fairfield placed opposition in the path of the petitioners and their formal request to the General Court was not granted at this time, but in May, 1694, they renewed their request, which was then granted. However, in May, 1691, the Court granted the inhabitants liberty "to procure and settle an orthodox minister among them if they find themselves able to do so, and provided that those of Pequonnock that do belong to Fairfield Township shall pay their just proportion of rate toward the maintenance of the ministry in Fairfield till they can obtain freedom of Fairfield or from this Court." In the following October they were released from paying to the support of the Fairfield ministry, while they kept a minister among themselves. Rev. Charles Chauncey was a leading individual in this fight for the establishment of a separate parish. Documents prove that he had served the people as minister from 1688 until 1694. This first church organized at Stratfield was the parent church of the

old First Church of Bridgeport and its history is closely identified with that of the Village of Stratfield and Bridgeport Borough, town and city. The first meeting house was located on Meeting House Hill on Park Avenue and was completed in 1695.

The name Pequonnock was changed to Fairfield Village, and permission given to organize a parish, in May, 1694. Later, in May, 1701, the name was again changed to Stratfield.

In 1691 a street was surveyed and laid out from the Fairfield line to Pequonnock Harbor. Two men from Fairfield were appointed "to view where it is most convenient for a highway to pass in ye Fairfield to Pequonnock Harbor and to treat with ye persons through whose land said highway should pass." This street corresponded with that which is now State Street. At the harbor there had not been any settlements made, but the laying out of the street undoubtedly paved the way for the community which formed the nucleus of Bridgeport at that point. Houses were soon afterward built along Division Street, now Park Avenue.

The church society having been fully organized at Stratfield, it then became territory for a military company. David Sherman was appointed ensign for the train band in Stratfield in October, 1703, and the next spring a complement of officers was filed containing the names of "Lieut. John Beardsley to be captain of the train band of Stratfield and Lieut. James Bennett to be their lieutenant." Beardsley had occupied a similar position at Stratford and Bennett likewise at Fairfield.

The second meeting house in Stratfield was built in 1716, during the pastorate of Rev. Samuel Cooke, who succeeded Reverend Chauncey. Further history of the Stratfield Church Society may be found in the chapters on religious history.

Ninety-six years after the laying out of State Street, or in 1787, the Fairfield County Court authorized the laying out of Main Street, then called "the road at the foot of Golden Hill. State Street was designated as "the road from the dwelling house of the Widow Eunice Hubbell, near the stores at Newfield, to the town line between Stratford and Fairfield." These official procedures occurred just at the time of the beginning of Newfield which lay upon the Pequonnock and formed the seed from which the city proper of Bridgeport grew.

The General Assembly in May, 1787, passed a resolution which tended to show that the settlement in the vicinity of State and Main streets had become of considerable size and importance. This resolution read as follows:

"Upon report of a committee appointed in May last, which is now accepted and approved, Resolved by this Assembly that the town of Stratford be, and they are hereby empowered and allowed to keep and maintain a public ferry in said town across the Creek or Harbor called New Field Harbor, from the point of land called New Pasture Point, below Toby's wharf to the opposite shore of said harbor or creek, to and onto the land of Aaron Hawley about ten rods south of said Hawley's dwelling house, and that two sufficient boats shall be constantly kept, one on each side of said creek, plying from shore to shore as occasion may require, at the places aforesaid, during the pleasure of this assembly all subject to the same relations that other ferries in this state are by law subject to."

This ferry at the foot of Union Street was used but a short time, for in May, 1791, the Town of Stratford authorized the buildings of a bridge "across the Pequonnock River nearly opposite Cannon & Lockwood's wharf," and during the same month the Legislature gave authority to Robert Walker and others to establish a lottery for the raising of funds to build a bridge across Newfield Harbor. Stratford Town then petitioned that the expense of maintaining the bridge should not fall upon the town. The road was then changed from its end at New Pasture Point and made so as to conform with the new bridge. During the process of this action Stratford had to pay to one Asa Benjamin the sum of \$330 for damages suffered by that gentleman during the change. Stratford set up a toll gate at Lottery Bridge in Newfield, for the support of the same and also Benjamin's Bridge. In 1797 Benjamin's Bridge was rebuilt and widened. In March, 1800, the town voted "to lay out a new road from New Pasture Point to Old Mill Road." This road became East Main Street.

THE FIVE PERIODS

From this time until the present the history of the City of Bridgeport may be divided into five parts, namely:

(1) Beginning with the year 1798, when the inhabitants of Newfield, within the Town of Stratford, living within certain limits, were authorized by the General Assembly to maintain a fire engine company and ordain by-laws for the protection of their property against fire.

(2) Beginning with the year 1800, when the General Assembly, by a special act, extended the territorial limits of Newfield, gave the inhabitants more governing power, and gave the corporation the name of the Borough of Bridgeport.

(3) Beginning with 1821, when the General Assembly of the state divided the Town of Stratford and bestowed upon the inhabitants living in the western portion thereof the authority to maintain a separate town government under the name of the Town of Bridgeport.

(4) Beginning with 1836, when the General Assembly by a special act of incorporation extended the territorial limits of the Borough of Bridgeport and gave to the inhabitants more power of self-government under the name of the City of Bridgeport.

(5) Beginning with 1889, when the General Assembly of the state consolidated the town and city into one government, to be known as the City of Bridgeport, with territorial limits the same as the town.

These classifications are those of Mr. Franklin Sherwood, but their comprehensiveness and convenience render them the best means of presenting to the reader a survey of the city's government from 1798 until 1917, a period of 119 years.

THE FIRST PERIOD

In January, 1784, the General Assembly of the state granted to the inhabitants of certain areas within the towns of New Haven and New London special acts of incorporation. These acts were designed to enable the people to better govern themselves as "cities." In the following May identical privileges were granted to certain inhabitants of the towns of Hartford, Norwich and Middletown. The Courts of Common Council of these several cities were vested with the power to make by-laws relative to certain matters of government, among the items mentioned being the sweeping of chimneys, preserving the city from fire, also "to inflict penalties for the breach of such by-laws, provided, however, that such penalties shall in no case exceed \$34." The apparent insignificance of these restrictions, or by-laws, did not apply in those days. Such a thing as protection from fire was a very momentous question then, as the means of combating flames were few and small and a large blaze once started in a community thickly settled meant great destruction. The sweeping of chimneys undoubtedly was a measure to prevent fires starting from soot burning.

Although the power of protecting themselves from fire had been given to the people in these various cities, it seems as if there had been no provision made for regularly organized and paid fire companies, hence all such organizations were invariably of volunteer character, the members considering themselves of equal rank with the military bodies and claiming military exemption. It is probable that the people

themselves bore all the expenses of fire engines, etc. New Haven and Hartford were both supplied with two each in 1784. In 1790 these two last named cities petitioned the General Assembly for adequate authority to maintain a lawfully organized fire department. The Assembly in reply passed a resolution giving full power and authority to the Court of Common Council of the two cities to nominate and appoint thirty men in the case of Hartford, and forty in the case of New Haven, as firemen, also to exempt them from military service. The Common Council of Norwich at the May session of 1794 made a petition to the General Assembly and was given permission to raise by voluntary enlistment two fire companies, to consist of twenty men each. That when raised the companies should be under the direction of the mayor, aldermen and common councilmen. The City of Middletown did not petition for a fire engine company until May, 1803, and New London was the last of the five cities in the state, October, 1804, to ask permission. All these facts make for a better understanding of Bridgeport's beginning.

THE FIRST COMMUNITY

Prior to 1798, as described before, that which is now the City of Bridgeport simply existed as a fractional part of the Town of Stratford. The small community on the west shore of the Pequonnock at its mouth, and at the extreme southwestern boundary of the town, was called Newfield; the territory immediately across the river was known as New Pasture Lots. About two wharves had been shunted out into the river for the accommodation of the packet boat which ran between Berkshire, the head of navigation on the river, and New York. In the vicinity of these wharves had located the small community of perhaps 200 people, where they built their houses and stores of wood. The need of fire protection became apparent immediately, but as they had no official recognition upon the state records, the method of procedure to get fire protection remained entirely among themselves. So it is that we find them procuring individual subscriptions among the small population in order to purchase a fire engine. In May, 1797, a committee of Newfield citizens went before the General Assembly with a petition asking that they might be incorporated with the privilege of maintaining an organized public fire department. The subscription paper so loyally made up in Newfield follows:

"We, the undersigned subscribers, promise to pay the sums put to our several names on demand to Daniel Young, John S. Cannon and

Lambert Lockwood, who are a committee appointed by the people of this Port for the purpose of purchasing a fire engine, buckets, etc., for the benefit of said Port, said money to be applied to the above mentioned use as soon as may be after being collected.

"NEWFIELD, 19th of September, A. D., 1796.

"Daniel Young.....	\$33.33	"Geo. Hayt, for himself	
"Aaron Hawley.....	20.00	and others	\$10.00
"Amos Hubbell.....	20.00	"Silas Sherman	12.00
"John S. Cannon.....	15.00	"Eben Hawley	3.00
"Robt. W. Witmore.....	20.00	"Jona. Baker	2.00
"James Allen	12.00	"Lambert Lockwood	12.00
"Daniel W. Knapp.....	2.00	"James E. Beach.....	6.00
"Richard Hubbell	20.00	"Asa Hubbell	2.00
"Salmon Hubbell	10.00	"Samuel Hawley	3.00
"Josiah Lacey	12.00	"Ezra Hubbell	5.00
"Isaac Hinman	15.00	"Ira Jones	2.00
"Robert Linus	12.00	"David Osborne	2.00
"William Peet	15.00	"Botsford & Thomas....	4.00
"Wm. H. Peabody.....	5.00	"Hull & Lyon.....	5.00
"Thomas Gouge.....	10.00	"David Sherman	5.00
"Stephen Hull	6.00	"Thaddeus Benedict	15.00
"Reuben Tweedy	10.00	"Ste. Burroughs, Jr.....	3.00
"Ezra Gregory	8.00	"J a m e s a n d D a n i e l	
"David Sterling	7.00	Fayerweather	8.00
"Wm. Eaton.....	6.00	"Stephen Burroughs	20.00"

The citizens of the above subscription, who were probably the leading men in the community, promised all together the sum of \$377.33. That the sum above subscribed was promptly paid and used for the intended purpose is proved by the fact that a memorial signed by Josiah Lacy, Thaddeus Benedict and others was presented to the General Assembly at its May session following praying that authority be granted to the village inhabitants to appoint twenty-five persons to operate their fire engine. This prayer was granted by the General Assembly at the October session.

However, owing to the indefinite status of Newfield the people enjoyed few benefits from their fire company. Unlike New Haven and other of the incorporated cities of the state, little could be done in the way of perfecting an organization.

NEWFIELD

At the May session of the General Assembly in 1798 a preamble and resolution was passed which remedied all the defects of the former one and which really created the Village of Newfield. This resolution follows:

“Resolved, By this Assembly that full power and authority be and hereby is granted to the inhabitants living within the following limits: Beginning at ‘Welles Tongue’ so called, thence northerly following the river up until it comes to the northeast corner of ‘Indian Lot,’ so called, thence westerly following the northerly line of said lot to the main Newtown Road, thence southerly down the same to the mouth of Golden Hill Lane and over said Golden Hill until passing the house of Zebulon Kirtland, thence across the fields to the stone bridge on the Fairfield road east of Capt. William Wordin’s house, thence south-easterly across the fields including the house of Nehemiah Allyn to the line began at Welles Tongue; or the major part of them, at a meeting to be held on the last Tuesday in June, annually, at the school house in said Newfield, to nominate and appoint twenty-five suitable persons, living within the aforesaid limits, to serve as a fire company, to work and conduct the fire engine within the same, and that they have liberty to enlist twelve of said company or number from the military company, who shall be exempt from doing ordinary military duty in the company and regiment to which they belong, so long as they do actually serve in the fire company—and the inhabitants have power to make by-laws for the regulation of said fire company and to preserve said village from fire and to enforce said by-laws by penalties not exceeding the sum of ten dollars—provided, however, that said by-laws are not contrary to any of the laws of this state.”

This boundary description included practically all of the Village of Newfield, except a portion along the Old Line Road, or Park Avenue. The Welles Tongue was a point of land extending into the harbor east of the lower end of Main Street. The line from thence followed the west shore of the harbor and Pequonnock River. The north line of the Indian lot mentioned was in the vicinity of Meadow Street; the Newtown Road corresponded to what is now Main Street. However, at that time, it is said that the Newtown Road bent more to the eastward, conforming more with what is now North Washington Avenue. Washington Avenue was then known as Golden Hill Lane, following Washington Avenue to a little beyond Courtland Street. The Zebulon Kirtland house stood on the corner of Washington and

Courtland, southwest. The stone bridge was about one hundred and seventy-five feet east of Park Avenue on State Street. Several of the prominent homes were outside of the boundaries drawn, among them that of Capt. William Wordin.

THE FIRST MEETING

The first meeting of the inhabitants of the newly incorporated Village of Newfield was held in the brick schoolhouse on the Fairfield Road, which stood on the present site of 200-2 State Street. The official record states the business of this meeting as follows:

"At a legal meeting of the inhabitants of the Village of Newfield, incorporated for the purpose of instituting and regulating a fire company, and for preserving said village from fire, held at the schoolhouse in said village on the last Tuesday in June, A. D. 1798.

"Voted, That Josiah Lacy be chairman of this meeting.

"Voted, That Joseph Backus be Clerk of this meeting.

"Voted, That Lambert Lockwood, John S. Cannon, Amos Hubbell and Joseph Backus be a committee to digest and compose a body of by-laws for this corporation and report the same to this meeting for their approbation.

"Voted, That this meeting be adjourned to the 9th day of July next at 6 o'clock P. M."

This meeting was again postponed to the 23d of the same month, when the ordinance was presented and adopted by an affirmative vote. This ordinance was largely a copy of that held by other cities in regard to the regulation of the "bucket brigade," and was very lengthy in character. It provided for a clerk to be elected annually, for three fire wardens, a treasurer, and also for a foreman, engineer and sergeant of the fire company. All of the officers were chosen for the term of one year. All the dwellings and stores in the community were to be divided into three classes, each house in the first class to be provided with "three good leather buckets," those in the second with two, and those in the third with one. The wardens were empowered to make the classifications. Drills in passing water along the line from well to engine were held at stated intervals. This bucket brigade continued in existence for several years after Bridgeport was made a city, in the latter years becoming more of a tradition than a fact. The year 1849 is officially given as the date of its final appearance.

FURTHER FACTS ON EARLY HIGHWAYS

Prior to the year 1800 all the highways in the Town of Stratford, of which the Village of Newfield was a small part, were under the

control of the selectmen of that town. The first road laid, except Golden Hill Lane, was Water Street, between Wall Street to about Gilbert Street. About 1750 the Stratford authorities laid out a highway from some northerly point, possibly Berkshire, along the west shore of the Pequonnoek River and under the bank southerly to Welles Tongue. This road, owing to its winding course in following the river bank and other discrepancies, never became popular and it has all disappeared before the march of improvements. In fact, it is conceivable that only that part immediately fronting the settlements at Newfield was ever used.

This layout was apparently made to give the inhabitants a right-of-way along the river bank as against the right of private ownership and without disturbing the riparian rights which appertained to the adjoining property. It was sufficiently explicit, as at that time all below Berkshire and east of the Line Road, or Park Avenue, was a wilderness of rocky hills, alder swamps and creeks. This road being under the river bank, it was compelled to follow its shores, and as these were indented with coves and creeks, it became very inconvenient for highway purposes. However, in this section there was a gap of private ownership between Bank and State streets, and which was not obliterated until 1802, when Josiah Lacy deeded the same to the Borough of Bridgeport for a public highway forever. This private ownership evidently accrued from the fact that a creek originally extended from the river at Bank Street to a point some distance west of Water Street. It probably crossed State Street east of the old postoffice building. By the original layout the highway had to follow the creek to the first point where it could be crossed and then to follow its southern shore back to the river.

On February 13, 1775, N. Wheeler, Joseph Curtis and Zach. Coe, selectmen of the Town of Stratford, laid out a highway, three rods wide, from the low water mark on Pequonnoek River to the Line Road. Soon afterward another road was laid out from Golden Hill Lane south to the Fairfield Road, or State Street, and was then known as the Newtown Road, and later as Main Street. Both of these highways were improved in 1787. It was the opening of these two roads which probably brought into existence Bank Street. It was far more convenient to continue the travelled way through to the Newtown Road and thence down State Street to Water than to follow the old highway with its many turns. The latter was not abandoned below the lower portion of Water Street proper. The right of way under the bank of the road and along the beach continued to be used.

and it followed the shores of the creeks as well as the upper harbor. It curved around Baker's Pond, so-called, where South Avenue was afterward located, extending westward to Broad Street. This latter street was laid out previous to 1800, the definite date not being available. It had its northern terminus at the Fairfield Road and the southern one at the outer harbor. The layout of this road opened a direct route to Welles Tongue and practically "drove out of business" the road along the water front. Wall Street was used as a public highway, although it had never been laid out by town authority, but was laid out as a public highway by the Borough. This constitutes all the highway history of the Village of Newfield, which leads directly to the story of Bridgeport when it became a borough.

CHAPTER IV

BOROUGH OF BRIDGEPORT

BOROUGH ERA—FIRST BOROUGH MEETING—HIGHWAYS—FIRST BY-LAWS
—FIRST WATER PIPES—MORE HIGHWAYS—STREET LIGHTING—
FIRST SIDEWALK ACTION—FIRE DEPARTMENT DEVELOPMENT.

THE BOROUGH

The second period in the governmental history of the City of Bridgeport begins in the year 1800 when the inhabitants of the Village of Newfield were incorporated as a borough under the corporate title of the Borough of Bridgeport. This incorporation occurred on October 28th, the records of Joseph Backus, the last village clerk, stating such fact and that "hereafter no business will be done except in the name of the warden, burgesses and freeman of the Borough of Bridgeport."

The borough era of Bridgeport covers a period of about thirty-six years, during which time the small village of 200 people grew into a community of 3,000 souls. It released itself from the government of Stratford and, according to all available records, progressed faster during these years than any other community in the state. That the change should have come to the people of Newfield was only natural, as the system of town government was rapidly becoming too cumbersome. The center of that government was a good three miles away in the Village of Stratford and consequently the Stratford authorities took little interest in Newfield. Money which was used for town improvements found little use in Newfield, as the latter was just a small fractional part of the whole in land area. At last it became evident that the only method of securing necessary improvements was by a special act of the General Assembly, granting to them powers of self-government in order to make such improvements as they needed and were willing to purchase. In order to accomplish this they appealed to the General Assembly at its Octo-

her session of 1800 to be incorporated as a borough. The first section of the charter was as follows:

"An Act for incorporating part of the Town of Stratford made and passed in and by the General Assembly of the State of Connecticut holden at New Haven in said State on the Second Thursday of October, A. D., 1800.

"Sec. 1.—Be it enacted by the Governor and Common Council and House of Representatives in General Court assembled: That all the Freemen of this state, inhabitants of the Town of Stratford, in Fairfield County, dwelling and inhabiting within the following bounds, viz.: Beginning at the sea at the south end of the line dividing the Towns of Stratford and Fairfield, and thence running north on said line to the south end of the Line Road, so called, between the Towns of Stratford and Fairfield, thence east to the east side of the said Line Road, thence northwardly on the east side of said Line Road to the southwest end of the Golden Hill Road, so-called, thence on the southeast side of the said Golden Hill Road to the Newtown Road, so-called, thence east across said Newtown Road to the west side of Indian Lot, so-called, thence northwardly on the east side of said Newtown Road to the northwest corner of said Indian Lot, thence eastwardly on the north line of said Indian Lot to the west side of Newfield Harbor, thence southwardly to an island or dry knoll in Newfield Harbor opposite said Indian Lot, thence southwardly to the middle of Newfield or Lottery Bridge, so-called, thence southwardly to the easternmost end of Welles Tongue, so-called, at low water mark, thence southwestwardly on the edge of the beach at low water mark to the first mentioned bounds on the south side of the line dividing said Towns of Stratfield and Fairfield, be and the same are hereby ordained, constituted and declared to be from time to time, forever hereafter, one body corporate and politic in fact and in name, by the name of the Warden, Burgesses and Freeman of the Borough of Bridgeport, and by that name they and their successors, forever shall and may have perpetual succession and shall be persons in law, capable of suing and being sued, pleading and being impleaded in all suits of what nature soever, and also to purchase, hold and convey away estate, real or personal, and may have a common seal and may change and alter the same at pleasure, and shall be freeman of said borough."

These borough limits described above did not materially increase the territorial limits of the corporation. The new lines only added the territory belonging to Stratford which lay west of it, and which

for some reason was seemingly intentionally omitted therefrom, and notwithstanding, in so doing, imaginary instead of fixed boundaries had to be substituted. By the new act the western boundary of the borough began at "the sea" at the south end of the dividing line between the towns of Stratford and Fairfield. The Line Road, or Park Avenue, which formed the dividing line between the two towns, ended at about the place where it enters Seaside Park now. Between here and Long Island Sound was privately owned property, mostly farm lands, across which passed the fictitious line of division between the towns. The borough line also followed this Park Avenue line, although instead of taking the center of the highway as did the town boundary it was shifted to the east side of the road and followed the street line north to the southeast corner of Washington Avenue, or Golden Hill Lane. From this point the line followed the southern side of Washington Street to the Pequonnock River, which in the quoted description is called "Newfield Harbor," a designation of mysterious origin. The eastern boundary of the borough was somewhat changed. The borough line was evidently designed to follow the channel of the Pequonnock from the northern end east of the Indian Lot to an island opposite the said lot, near its southern line, which was near what is now Lumber Street. This island was also known as Indian Island and was situated at East Washington Avenue. The island has long since been obliterated. From this island the borough line was to intersect the center of the "Newfield or Lottery Bridge," which bridge started a few rods west of East Main Street, on what is now Stratford Avenue, and its western end was about at the foot of Wall Street. The site of the bridge was changed in 1807 and placed where the Fairfield Avenue Bridge was afterward located. From the center of this bridge the line extended to the low water mark at Welles Tongue, thence westward to the Fairfield line.

The annual borough election was to be "holden in November at such time and place as the by-laws of said borough shall direct," and that there should be chosen a warden six burgesses, a clerk, treasurer and bailiff by ballot. The borough was, also, in "legal meeting assembled" empowered to lay taxes on the polls and ratable estates within the limits of said borough for such purposes as said borough shall deem proper." A collector could be chosen to collect these taxes. The bailiff had powers very similar to the latter office of constable. The warden and burgesses had full power to transact business relative to the improvement of the borough, making of public ordinances and setting all difficulties arising. There was a difference in the making

of ordinances from the later Courts of Common Council was that the wardens and burgesses had to submit all new ordinances to the freeman at a borough meeting.

FIRST BOROUGH MEETING

The following is a copy of the record of the first meeting of the Freeman of the Borough under its charter:

"At the first legal meeting of the Freeman of the Borough of Bridgeport, holden at the brick school house in said Borough on the second Wednesday or 12th day of November, A. D., 1800, Abijah Sterling, Esq., presiding.

"Joseph Backus was chosen clerk of the said borough for the year ensuing, and the oath by law prescribed was by said Abijah Sterling, justice of the peace for Fairfield County, immediately administered to him, the said Joseph Backus.

"And Amos Hubbell was chosen warden of said borough, and sworn according to law by said Justice Sterling.

"And Josiah Lacy was chosen first burgess.

"And _____ was chosen second burgess, and John S. Cannon was chosen third burgess, and Salmon Hubbell was chosen fourth burgess, and Lambert Lockwood was chosen fifth burgess, and William Peet was chosen sixth burgess, and all were duly sworn by Justice Sterling according to law, and William Wordin second burgess, but refused to serve.

"And Isaac Hinman was chosen treasurer.

"And William Peabody was chosen bailiff and sworn by said Justice Sterling according to law.

"And voted, That the first meeting of the warden and burgesses be holden at the dwelling house of Ezra Gregory in said borough on the 24th day of November, A. D., 1800, at 2 o'clock, afternoon.

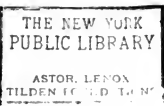
"Test., Joseph Backus, clerk."

It may be said here that Joseph Backus claimed to have been the author of the borough charter. In reality, it is believed that the charter was simply an adaptation of other city charters.

The William Wordin who was chosen second burgess, but refused to accept the office, was the leader of a small crowd which was opposed to the best interests of the borough. His residence stood on the north-east corner of Park Avenue and State Street and was excluded from the corporation limits, the line coming just to the east line of his door-



OLD TIDE MILL AT SOUTHPORT, ON MILL RIVER



yard fence. He, with his neighbors, afterward tried to be set off from the borough.

According to the plans formulated the warden and burgesses met at the house of Ezra Gregory on November 24th and transacted their first official business. The first thing done was to instruct the clerk to procure a record book, whereupon they adjourned until 6 o'clock of the same day. The clerk appeared with the book, which he had purchased from Lazarus Beach for five shillings six pence and charged the same to the borough. The men in session also voted to erect a sign post according to law "on public ground near the northwest corner of the fire engine house." The only public ground known to have existed at that time was that portion of State Street east of the east line of Water Street. Here the fire engine house was probably located. To speak of this as a fire engine house may give the impression that it was a commodious building, wherein it was undoubtedly a shack, or frame shed, to protect the engine.

After due consideration and several meetings at the homes of the members the warden and burgesses met at the brick school house on January 16, 1810 and approved the first by-laws of the borough. These were relative to the conduct of borough meetings, with a few extra rules, not the least interesting of which is the following: "A By-law for restraining swine from going at large within the limits of this Borough." Any person could, after this ordinance or by-law went into effect, impound any stray porker, whereupon the owner would have to pay fifty cents per head for the release of his animals. Of the fifty cents the borough got twenty-five cents, the impounder twenty and the pound keeper five cents. A suit by Anson Hawley later resulted in minor changes in this particular by-law. The financial affairs of the borough during its infancy remains a mystery as the records have been lost. One debt of \$109.06 was paid, its identity not known. Other small sums were paid out to different citizens and a tax of two cents on the dollar was levied on the list of the polls and ratable estates for the year 1801.

THE BOROUGH HIGHWAYS

The portion of Water Street lying between Bank and State streets was not a public highway, although it had been used as such at the beginning of the century. Also Bank Street, then known as Morris Street, was mostly private property. This grew directly out of the establishment of the road along the Pequonnoek River about 1750.

This highway, which was largely theoretical, followed an indefinite course, going along the shore of the river and turning at the creeks and coves of the harbor. There was a creek at Bank Street and here the highway turned westward until it reached high water mark, then turned to the east again going to the river along the south side of the creek. With the coming of the Newtown Road, or Main Street, and the Fairfield Road, or State Street, that part of the highway on the north side of the creek was extended to the Newtown Road and public travel naturally followed State Street on the south side of the creek. This change left a space in Water Street between Bank and State which was private property. Stephen Burroughs then owned a piece of property on the river front, from the south line of Bank Street to some point between that and State Street. He also laid claim to the water front from the north side of his property to a line drawn on a line with the north side of Bank Street. There were two stores on this property, known as the South and North stores. In erecting the latter, with a wharf attached, he had occupied one rod in width of the water front north of the south line of Bank Street. This the borough inhabitants claimed was public highway, probably having been a part of the original 1750 highway. Burroughs in 1802 made propositions to the warden and burgesses to secure a release of the borough's interest in that rod of land in question and also for a highway on the east side of his stores. The officials, at meeting January 22, 1802, held that "the warden and burgesses will compound with Captain Stephen Burroughs respecting his encroachments on what is claimed a highway wherein said Burroughs has a wharf and store, provided he will quit claim all his right and title to the slip north of his store, together with the highway west of said slip on the south side of the lands of the heirs of Amos Hubbell, called Morris Street, out to the Newtown Road." The up-shot of the matter was that Burroughs by quit claim deed conveyed all of his right and title in Morris Street and the slip in question to the borough. This is without doubt the first authority vested in the borough to lay out new streets and highways.

The east half of the square between Bank and State Streets, which was originally the creek, became a danger to the public health. Most of the time the ground was covered with stagnant water wherein mosquitoes multiplied unhindered. The power which had been given to the warden and burgesses was first exercised here when they issued an order to the owners of the property to raise their buildings and fill in their lots in order to rid the community of the menace to health. This order was passed at a meeting held March 21, 1805. Margaretta

Young, Benjamin Wheeler, Silas Sherman, Salmon Hubbell and Robert Linus were the property owners directly effected by this order.

From this order, which is very lengthy, it appears that State Street was at that time, 1805, called State Street and Water Street was called Water Street. Bank Street was known as Morris Street and was not changed until the Bridgeport Bank was located on the north-east corner of Morris Street and the Newtown Road.

On October 1, 1805 the warden and burgesses laid out eight public highways in the borough, and Samuel Gregory, Jr., Isaac Booth and Philip Sterling were appointed appraisers to estimate the damages consequent upon their layout. It is believed, however, that the eight roads were practically highways at the time they were laid out, as the bill for damages was very small considering the scope of the work. The first highway laid out was that portion of Water Street between Fairfield Avenue and Wall Street. The second was Fairfield Avenue between Main Street and Water Street. The third was Wall Street and the eighth, Court Street from State Street six rods south. Wall Street to Fairfield Avenue. The fifth, Broad Street from State Street to John Street. The sixth, John Street from Main Street to Broad Street. The seventh, Bank Street from Main Street to Broad Street and the eight, Court Street from State Street six rods south.

This improvement was very extensive considering the financial status of the population and as a consequence when this was completed there came a decided lull in the civic improvement activity. The warden and burgesses could find no funds in the treasury to lay out additional roads, nor would the people consent to pay taxes sufficient to warrant the work. The officials could and had the power to lay out a highway any place they chose, but in so doing they were compelled to pay the land owners for the ground utilized. This was a decided obstacle to further work. However, there were two improvements they desired above all else—a Public Green and the extension of the Newtown Road south to the old highway, or “that portion of Water Street which passed around Baker’s Pond so-called.”

The funds for this work could not be secured from the people, so the borough “fathers” met and devised another plan to raise the cash. It seems as if the borough owned a portion of a highway which was not used for public travel and which could be sold. The Fairfield Road (State Street) ended on the east at low water mark on the Pequonnock River and that portion east of the east line of Water Street was known as the “borough slip.” This was forty-nine and a

half feet wide, located in the center of the business portion, and was not used, except that the fire engine shack stood on the north side of it. On December 17, 1806 the warden and burgesses ordered a meeting on the 26th for discussing the advisability of selling this ground, "the avails thereof to be applied to the purchasing of new highways, etc." At the meeting on the 26th the officials were empowered to sell this land. Not until February 9th of the next year, 1807, was any further action taken. Then the burgesses voted to sell twenty-six feet of the slip at public auction on the second Monday in the following March. All that is known in addition to this is that on the 17th of March a deed was given to William De Forest, the same signed by Josiah Lacy, warden, William Peet, Salmon Hubbell, Isaac Hinman, Ezra Gregory and Reuben Tweedy, burgesses. The fact that the engine house occupied the other part of the slip probably accounts for the failure to sell all of it at this time. At this same time, also, the officials purchased a parcel of land from Salmon Hubbell for \$800, the same which now constitutes the portion of the City Hall Green west of the building. The building itself stands on land then owned by Daniel Fayerweather. All of this ground was afterwards referred to in the record as the "Public Green." It was purchased ostensibly for highway purposes, but was never, either before or after the purchase, intended as such. The remainder of the slip above mentioned was sold to De Forest in 1824 for \$300, which was one-fifth of the amount he first paid for a portion in 1807.

As has been stated the southern terminus of the Newtown Road was at State Street. The inhabitants desired its extension to the "traveled road near the dwelling house of Ebenezer Allen." This traveled road was that portion of the original layout of Water Street which curved around what was known as Baker's Pond, and constituted the original of South Avenue. The first purchase to secure this extension was made from William W. Gilbert of New York on June 6, 1807, \$100 being the consideration. Other purchases were made from Silas Sherman and Aaron Hawley. These conveyances opened a highway to below what is now Gilbert Street, probably to Thomas Street. The records apparently prove that nothing definite was ever done in regard to laying out this road, although a highway traversed the route. Fourteen years after, when the Town of Bridgeport was asked to bridge Baker's Pond that Main Street might be extended south, the committee reported that Main Street between State and Baker's Pond had never been accepted as a public

highway, and therefore the town was not obliged to keep it in repair or to bridge the creek.

The first by-laws of a purely municipal character for the borough were approved at the meeting held May 3, 1808. There were four of these, relating to the creation of the offices for street and fire inspectors; the removing of obstructions from the streets and highways of the borough; the naming of the streets; and the establishment of building lines. The by-law for the naming of the streets reads as follows:

"A By-Law Naming the Streets in the Borough of Bridgeport.

"Be it ordained by the Warden, Burgesses and Freemen of the Borough of Bridgeport:—

"That the name of the street running northerly and southerly on the margin of the harbor be called Water Street.

"And that the name of the street running northerly between the house lot of Robert Linus on the west and the land of Charles Nichols on the east be Middle Street.

"And that the name of the street running southerly from the southerly end of the Bridgeport and Newtown Turnpike Road be Main Street.

"And that the name of the street running northerly from the outer harbor by the Episcopal and Presbyterian churches be Broad Street.

"And that the name of the street running westerly from Water Street between the land of the late Major Aaron Hawley on the north and the house of the late Daniel Young on the south be Union Street.

"And that the name of the street running westerly from Water Street between the store of the heirs of Daniel Clifford on the south and the store of Salmon Hubbell on the north be State Street.

"And that the name of the street running westerly from Water Street between the store of Beach and Sterling on the south and land of Mrs. Elinor Hubbell on the north be Bank Street.

"And that the name of the street running westerly from Water Street between the house of Edmund Lewis on the south and the land of Charles Nichols on the north be Wall Street.

"And that the name of the street running westerly from Water Street between the house of John S. Cannon on the south and Stephen Burroughs, Jr. on the north be Beaver Street.

"And that the name of the street running westerly from Water Street between the land of Sterling Edwards on the south and Jesse Sterling on the north be Gold Street.

"And that the name of the street running westerly from Main Street between the house of Isaac Burroughs on the south and Samuel Burr on the north be John Street."

The only new street mentioned in this record is Gold Street, which before this time occupied no place in the borough books. In 1805 Samuel Porter owned a tract of land extending from the Newtown Road east to the Pequonnock River. On December 11th of that year he deeded to Nancy De Forest a lot bounded on the west by the Newtown Road on land left for a highway to be laid open by him, two rods in width. The lot sold to Nancy De Forest is the north corner of Gold and Main streets. He subsequently deeded a piece of property to Joseph Sterling Edwards and Jesse Sterling and in each case gave as one of the boundaries a two-rod highway on land laid open for a highway. This land so laid open constituted Gold Street in 1808. Although the records make no mention of the matter, it is highly probable that Mr. Porter gave a quit claim deed for this highway to the city, else the warden and burgesses could not, under the law have treated it as a public highway when they approved the by-laws naming the streets. The officials of the borough were rather lax in interpreting the law at different times during these years, also in recording the transactions made by themselves.

After the streets had been named and a by-law passed establishing building lines on all the streets and highways within the borough limits, there came a period of fifteen years when no tax was levied upon the inhabitants. Public business, building operations and borough improvements were at a standstill during this time. Up until this time the wardens of the borough had been: Amos Hubbell, Josiah Lacy, William Peet, John S. Cannon, Joseph Backus, Lambert Lockwood, William Benedict, Hezekiah Ripley and Simon Backus. The burgesses included such men as: David Minot, Silas Sherman, Salmon Hubbell, Ezra Gregory, Abijah Hawley, Isaac Hinman, Samuel Hawley, Thomas Gouge, Lewis Sturges, Reuben Tweedy, William De Forest, Aaron Hawley, David Sterling, George Hayt, Daniel Sterling, William King, David Rodgers, Daniel Burritt, Ezekiel Hubbell, James W. Allen, Agur Lewis, Jr., and Jesse Sterling.

During this period, it is claimed upon good authority, the expenses of the borough rarely run over \$10 per year. The roads were kept in repair by the Town of Stratford; the paupers were cared for by individuals or by the community and education was conducted by districts. About the only real borough expense was the fire engine. The taxes which were levied in rather an indifferent manner served

to pay all the necessary expenses of the borough, of which there were few.

In 1817 building lines were established on the west side of Water Street between Beaver and Wall Streets and on the north side of Wall Street. However, at that time there were no buildings erected at any of these points. In September the Court appears to have made an effort to lay out some new streets and widen some of the old ones. The opening of a road from Fairfield Avenue to Washington Avenue was one of the items; this corresponded to what is now the north part of Cortland Street. Another was the extension of Golden Hill Street through the land of Samuel Hawley and that of the heirs of Zebulon Kirtland. The widening of Water Street at the southeast corner of Wall Street; the extension of Middle Street from Fairfield Avenue north to Gold Street; the extension of Broad Street north from John Street to Beaver Street, were other propositions made, but upon which no immediate action was taken, due probably to the fact that the property owners demanded too much in damages. This brings up the true condition of affairs during those years, when money was made in small quantities and also spent in equally small portions. There were first of all two classes of freemen in the Borough of Bridgeport—the farmer and the merchant. Between these two there existed a mild rivalry, perhaps opposition. Town government was yet in the experimental stage. For about seventeen years the village had been under the government of the Town of Stratford, of which its territory was but a very small part. Once the Borough of Bridgeport came into being there arose questions of government which were too burdensome for the freeman and too expensive for their pocketbooks. The burgesses laid out streets, it is true, but in almost every case these streets had been highways before, so it became simply the task of making these roads *public* highways in order that the expense of caring for them should fall upon the Town of Stratford. The treasury of the borough was practically nothing and the freeman hesitated to tax themselves to lay out new highways. Highways cost money, as the land owners had to be compensated unless they donated their ground to the community, which they very seldom did. Under the charter of the borough the burgesses, with the approval of the freeman, could lay out new highways, also widen and straighten the old ones within the borough limits. The Town of Stratford could do likewise. The only difference was that in the former case the borough freemen bore the expense and in the latter the town freeman paid the bills. Again, as the borough freemen were

necessarily a part of the town they were called upon to share in the expense of laying out roads in parts of the town removed from Bridgeport. So, it is not strange that they should think that in return the town freemen should help in the street improvements within the limits of the borough. The people of the town failed to harmonize with the borough upon this proposition, as they believed that every street in Bridgeport would mean extra expense to the town for repairs and maintenance. They had sufficient highways for their own use and they failed to comprehend why the merchants living along the Pequonnock should not pay for extra roads from which they would alone derive profit. The rural population had not yet realized that the greater the population the greater value their farms would have. In one way their attitude might be called selfishness and in another ignorance of conditions.

The borough owned certain portions of highways which could be sold according to the provisions of the charter and the proceeds applied to the purchase of new ones, as had been done in 1807, in the sale of the public slip at the foot of State Street. There were three of these slips remaining and the more progressive of the citizens thought that they should be sold and the funds used to lay out new highways. Other people believed to the contrary. At the meeting of May 7, 1818 it was voted to be "expedient to sell the remainder of the highway east of Water Street between the store of William DeForest and the wharf of David Minot for the purchasing and widening of highways." The sale was held and the land bought by Henry Burr for \$502. However, Burr never took possession of the land, a future record of the court stating that the sale was given up.

In 1818 a tax of seven mills upon the dollar was levied for the purpose of providing better fire protection. This tax was the first since the year 1802, when a tax of two cents on the dollar was made. A committee was later appointed to purchase a fire engine, but beyond this statement no further facts are available.

In March, 1821, acting on the petition of Isaac Sherman and others, the burgesses ordered the extension of Middle Street from Fairfield Avenue to Gold Street.

FIRST WATER PIPES

On September 17, 1822 permission was granted to Reuben Tweedy, Smith Tweedy and Lemuel Hubbell to place logs or pipes under the ground for the purpose of carrying water in this borough,

provided that the public should not be inconvenienced by the breaking up of the ground. This was the first attempt to supply public water to the community in places where water was not readily obtainable. It was the pioneer of the "Bridgeport Golden Hill Aqueduct Company," chartered eleven years later. The sources of supply for this crude affair were two springs on the south side of Golden Hill. The first spring was north of Golden Hill Street and west of Hewitt Street. The other was just east of the Powder House. The pipes, which were made from logs bored through the center lengthwise, were laid across the vacant lots to Beaver Street and then connected into one main. This main followed the north line of Beaver Street to Main, thence on the west line of Main Street to State, and thence on the north line of State Street to Water.

MORE HIGHWAYS

The borough officials held a meeting on September 10, 1824, when the question of naming streets again came up for action. The records state the results of this meeting as follows:

"Voted, that the following names of streets be offered for acceptance by the freemen of the borough, viz.:

"That the street commencing south of David Sterling's house lot on Main Street and running west over Golden Hill be Golden Hill Street.

"And that the street commencing on State Street west of the house lot of Widow James Fayerweather and running southerly in front of the house of Capt. Joel Thorp, said street being three rods wide, be called Fayette Street.

"And that the street commencing on State Street, laid out three rods wide by L. Lockwood, Esq., twenty rods west of Fayette Street and running in a southerly direction through the land of L. Lockwood, Esq., be called Lambert Street.

"And that the street three rods wide between the dwelling house of Jesse Sterling on the north and David B. Nichols on the south, running west to Broad Street, be called Gilbert Street.

"And that the street commencing opposite the twin houses of Ira Sherman on Broad Street and running west to Fayette Street, it being three rods wide, be called Liberty Street.

"And that the street commencing on Beaver Street and running in a northwesterly direction in front of Samuel C. Kirtland's dwelling house be called Courtland Street."

At a later meeting of the freemen of the borough the action of the burgesses in naming the streets was approved. It has been claimed that Courtland Street was named after Samuel C. Kirtland and that he laid out the street, but the records seem to disprove this idea. It is more probable that the street derived its name in honor of the family of Zebulon Kirtland than from any one of his descendants. Lambert Street was named after Lambert Lockwood; this street was later named Warren Street. John Street took its name from John S. Cannon and Gilbert Street from W. W. Gilbert of New York, who owned a large tract of land extending from the water front across Main Street. Fayette Street, later more properly called Lafayette Street, was undoubtedly named after the famous French Marquis, who had just visited Bridgeport.

The Court of Burgesses, at their meeting of December 18, 1830, at the store of D. B. Nichols, "Voted, that the following names for the new streets be offered to the electors of this borough for acceptance, viz.: The one running east and west between D. B. Nichols and Jesse Sterling's dwelling be called Gilbert Street; the one running east and west between Moses Plat and Gideon Thompson's dwelling be called Clinton Street; the one running east of the Episcopal and Congregational churches be called Church Street; the one running east and west between James Allen, Jr., and Elias Hodge's dwelling be called James Street, and the one running south of Isaac Mason's dwelling house be called Mott Street."

At the borough meeting of the 27th of the same month it was "Voted, That the street running east and west between the dwellings of Joseph Allen and Elias Hodge be called Division Street; and that the street south of Isaac Mason's dwelling house running east and west be called Mott Street."

The burgesses, on January 24, 1833, "Voted, That the following name for the street running from Main Street to the Golden Hill Road be offered to the electors of this borough for acceptance, viz.: Arch Street." The borough meeting of February 15th voted to so name the street. On September 25, 1833, the burgesses "Voted, That the street running from Main to Broad Street between the houses of Captain Thaddeus Hubbell and Doctor Samuel Simons be named Cannon Street."

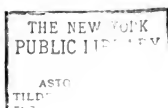
FIRST STREET LIGHTING

At the annual borough meeting held November 28, 1825 it was voted that Ransom C. Canfield and Lewis C. Segee be appointed a



MILSPEN, AT TASHICA HILL.

Residence of the late Dr. Seth Hill, and a fine type of a New England homestead. Built more than a century ago.



committee to investigate the cost of street lamps for the principal highways of the borough. By December 7th the following resolution was passed: "Resolved, That eight lights be erected in the borough, to be distributed as follows: One to be put in the center of Company Block; one on the corner of Thaddeus Hubbell's store; one at the corner of Seth B. Jones' shop; one at Kippen & Camp's; one at the corner of Charles Winton's house; one at Widow Miriam Hubbell's corner; one at the corner of D. Sterling's store; one at the west end of the bridge."

The first lamp was to be located about midway between Main Street and the old postoffice on State Street; the second on Water Street between State and Bank; the third on the west side of Water Street, near Union Street; the fourth on the west side of Water Street between Bank and Wall streets; the fifth on the northwest corner of Main and Bank streets; the sixth at the southeast corner of Wall and Main streets; the seventh at the northwest corner of Wall and Water streets; and the eighth at the foot of Beaver Street, or Fairfield Avenue.

This was undoubtedly the first attempt at street lighting in Bridgeport. The lights, so far as illumination was concerned, were inadequate; whale oil was used in the lamps, the light from which was little more than that from a tallow candle. In the winter the lamps were taken down and stored away until the coming of spring. Just why this was done is not clear, except that travel upon the highways was not great during the severe winter months and the inhabitants remained at home more.

FIRST SIDEWALK ACTION

At the borough meeting held February 5, 1828 "a by-law respecting sidewalks" was approved. This was the first attempt to provide sidewalks in Bridgeport, that is, through borough action. The warden and burgesses were given the power to order sidewalks to be built wherever needed and to compel the owner of the land where they were needed to pay for them. The by-law, as made then, was not of legal validity. It was modeled after those of several other cities in the state, notably Hartford, New Haven, New London and Middletown, none of which had ever believed the by-law to be of much strength. However, the fact remains that the officials of the Borough of Bridgeport made the law and enforced it to the letter. If there was any opposition at any time it does not appear upon the borough records.

At this same meeting a by-law was passed relating to a watch, which is the first indication of the need of a public watch to protect property and maintain peace in the borough. The watch was empowered to place his prisoner in the house of correction until trial.

At a meeting of the Court of Burgesses September 17, 1829, at the office of Alanson Hamlin, it was

"Voted, That in the opinion of this Court it is necessary that following sidewalks should be made or repaired, and that the clerk order the proprietor of the lands adjoining to do the same with gravel, six feet wide by the 27th day of October next, viz.:

"East side of the Public Green.

"East side of Broad Street from the Episcopal Church to the house of John Brooks, Jr., and from John Street to Beaver Street.

"North side of State Street from the house of P. and S. F. Hurd to the western limit of the borough.

"South side of State Street from Main Street to the land of Matthew Curtis.

"North side of Bank Street to Broad Street.

"South side of Beaver Street from Main Street to Courtland Street.

"North side of Beaver Street from Water Street to the land of Philip A. Cannon.

"East side of Water Street in front of D. Perry's wharf, and from store of P. and E. Lewis to P. A. Cannon's wharf.

"West side of Water Street in front of the store occupied by Curtis & Seeley and house lot of D. B. Nichols.

"West side of Main Street in front of Philip Hayt's land.

"East side of Main Street in front of bank lot and the store of William DeForest and Jesse Sterling.

"South side of Wall Street in front of Miriam Hubbell's."

This was the beginning of the establishment of public sidewalks by the borough authorities. The walks were not graded, but followed the natural inclination of the ground.

FIRE DEPARTMENT DEVELOPMENT

During the period of borough government in Bridgeport the principal object which held the attention of the warden and burgesses was the fire department. It was at once the most important and most indispensable of the borough's possessions. The meetings held by the Court of Burgesses invariably were largely occupied by the dis-

cussion of ways and means of bettering the department, adding new apparatus and determining on the number and identity of the members. Something has been said in preceding paragraphs about the beginning of the department, and now something more of the development during the borough period must be told as introductory to the description of the present efficient fire fighting organization of the City of Bridgeport.

In March of 1828 a fire started in the cooper shop occupied by Ashbel Olmstead, which was consumed, together with six stores and dwellings on Bank and State streets, causing a loss of \$6,000. The borough naturally hurried to meet in order to devise something new in the way of fire protection. On March 31st it was "Voted, That pumps be provided at the expense of the borough for the well at the southeast corner of Main and State streets and all other wells which shall be dug by individuals for public use, of eight feet in diameter at the bottom and of such a depth as the warden and burgesses shall approve. That the warden and burgesses provide for the use of the borough six fire hooks, six ladders, and sufficient length of hose and rope and two axes, and put the engines in complete repair." Acts were also passed regulating the mode of building within the borough limits and prescribing certain rules for the inhabitants to follow, all to further secure the community from the ravages of fire.

The old fire bucket preceded the modern hydrant and the use of it was largely governed by the amount of water in any given locality in the community. The "suction engine" had succeeded the primitive apparatus, which was simply a force pump on wheels and had to be supplied with water by pouring it into a tank underneath the pump, which water had to be carried from wells nearby. This led to the formation of the "bucket brigade." Every male person within certain prescribed ages was considered a volunteer in the department and when an alarm sounded he had to run for the scene of the fire, bringing with him his bucket. In this manner water could be carried from all wells within reach and the tank underneath the pump was thereby kept full.

The fire of 1828 was so disastrous that the freemen quickly came to the realization that something more must be done. They applied to the General Assembly to establish fire limits in the borough and within which was prohibited the erection of any building in which a fire was to be kept, unless the building was constructed of brick or stone. The Assembly immediately passed an amendment to the charter with this provision incorporated. The fire limits thus established

comprised practically all of the business section of the borough. Steamboats lying along the water front were placed under restrictions in firing up, lest cinders and sparks from the "chimneys" ignite nearby frame buildings. Blacksmiths, tallow chandlers, bakers and others who demanded a fire within their place of business had to obtain permission to open up in the fire limits. New fire engines were purchased from time to time and new hook and ladder trucks. New companies were formed, with their regular complement of officers, to man these wagons.

On the night of November 21, 1833, another disastrous fire started. It originated in the cabinet maker's shop of Parrott & Hubbell on Main Street, south of Wall Street, and before the flames were brought under control the cabinet shop, a store, and eight dwellings were burned, entailing a loss of \$12,000. Immediately afterward a new suction pump engine was purchased.

This brings the history of Bridgeport up to the time of its incorporation as a city. The last annual meeting of the freemen for the election of officers was held at the high school on State Street December 23, 1835.

CHAPTER V

THE GOVERNMENT OF BRIDGEPORT

THE TOWN—BOUNDARIES—FIRST MEETING—THE PROTEST—HIGHWAYS
—ALMS HOUSE, WORK HOUSE AND HOUSE OF CORRECTION—TOWN
HOUSE—COURT HOUSE—THE ACT OF REMOVAL—THE SECOND COURT
HOUSE.

THE TOWN

Prior to June 11, 1821, all that portion of Bridgeport lying east of Park Avenue constituted a part of the Town of Stratford and all that part lying west of this avenue remained a portion of the Town of Fairfield for forty-nine years afterward, or, until July 5, 1870. This same Park Avenue was known during the borough times as the Line Road, which name it has been called in the preceding chapter. When Bridgeport became a city, that part of it below the "Old Stage Road," or North Avenue, was named Division Street. Not until the west side was annexed to the city was the present and legal name of Park Avenue given to it.

The May session of the General Court of Connecticut in the year 1821 brought an important change in the Town of Stratford. All of the inhabitants living in the western section of Stratford were at this time set off and incorporated as a town by themselves. The inhabitants of the section thus set off did not accept this treatment with a smile; in fact, they considered it a forcible expulsion from the town. The reason has been advanced that the western part of Stratford was rapidly becoming more populous and the people of the Village of Stratford feared that in time the western half would gain the upper hand, with the result of moving the town records to the Borough of Bridgeport. Again the demands of the borough upon the town treasury were undoubtedly large and often threatened bankruptcy.

The people of the western section had little or nothing to say during the action of the General Assembly and it is presumed that they

had just cause to remonstrate. It is possible, that had they been allowed a voice in the proceedings, this opposition would not have been so marked. In the Act of Incorporation the territory which was assigned to them is described as follows:

BOUNDARIES

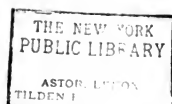
"That all of that part of the Town of Stratford lying west of the following lines, viz.: Beginning at the point where the north line of the 'Old Stage Road' intersects the Old Mill Creek at the bottom of the west side of Old Mill Hill, so-called, and thence running in a course due north until it strikes the division line between the Towns of Stratford and Trumbull, and running also from the point of intersection first above mentioned in a southwardly course as said creek runs to the middle of Benjamin's Bridge, thence southerly across said bridge in the middle of said creek to the middle of the channel leading out of Bridgeport Harbor, and thence following said channel to Long Island Sound, with all the inhabitants residing within said limits, be and the same is hereby incorporated into a new and distinct town by the name of 'Bridgeport.' "

This territory assigned to Bridgeport was wedge-shaped, with the edge lying along the Sound, comprising the principal portion of the village. This bit of territory seemed very confining to the Bridgeporters, whose dignity had already suffered a severe blow when the General Assembly had granted the right to the residents of the town living *outside* their limits to say whether or not those of Bridgeport should be set aside as a separate town and giving them, the people of Bridgeport, absolutely no say in the matter. It was also provided that "this grant shall be void and of no effect unless the inhabitants of the Town of Stratford (not including those within said Town of Bridgeport), shall at a meeting legally warned and held at their town house in said Stratford on or before the first day of July next pass a vote relinquishing all claim to two Representatives and consenting forever hereafter to have but one Representative to the General Assembly of the State * * *"

By the Act of Incorporation: "The first town meeting in the said Town of Bridgeport shall be held at the Presbyterian meeting house therein on the second Monday of June, 1821, and Enoch Foote, or either of the selectmen of said Stratford residing within the Borough of Bridgeport, shall be Moderator thereof, and shall warn said meeting by setting up a notification thereof on the public sign-



THE OLD ACADEMY, FAIRFIELD



post in said town, and at such place as he may deem proper, at least five days inclusive before said meeting.

"And said Town of Bridgeport, at such first meeting, shall have all the powers incident to the other towns in the state, and full right to act accordingly; and the officers elected at such meeting shall hold their offices until others are legally chosen and sworn in their stead."

FIRST MEETING

At the first town meeting, held June 11, 1821, with General Enoch Foote presiding, Salmon Hubbell was elected town clerk; James E. Beach, Noah Plumb, Reuben Tweedy, Wilson Hawley, Enoch Foote, Joseph Knapp and David Nichols, Jr., selectmen; Smith Tweedy, treasurer; Ezra Gregory, Jr., Robert Gregory, Henry Judson, Benjamin S. Smith and Matthew Curtis, constables; David Curtis, Ezra Gregory, Jr., Johnson Tuttle and Sylvanus Sterling, grand jurors. There was also appointed fence viewers, tythingmen, haywards, etc.

To show the temper of the people at this first meeting, the formal protest made by them and ordered to be placed upon the town records is quoted in the following paragraph. The Bridgeport inhabitants were much incensed and in order to impress this feeling sufficiently upon the future generations they ordered the protest entered upon the record books before any other business whatever. This protest is long, but without it, the history of the Town of Bridgeport would not be complete. It follows:

THE PROTEST

"At the first legal meeting of the inhabitants of the Town of Bridgeport, in pursuance of the foregoing, their Act of Incorporation, on the second Monday of June, A. D., 1821, at the Presbyterian meeting house therein,

"Voted, That whereas this meeting is convened in pursuance of a resolve of the General Assembly at their session in May, 1821, by which we are commanded this day to meet and organize ourselves as a town according to the laws of the state, and whereas, our so doing may be construed as a willing acquiescence in the condition we are by said resolve placed; which to prevent and to make known to our fellow citizens throughout the state the light in which we view the whole transaction which has resulted in the necessity of submitting to the strong hand of power, however exercised,

"We do most solemnly protest against this resolve for reasons following, to wit:

"1st. Because said resolve is, in our opinion, most palpably unconstitutional and unjust, in that by it a majority of the Town of Stratford living in a particular section thereof are wholly disenfranchised and deprived of all right as citizens of that town against their will and at the instigation of the minority of said inhabitants living in another section; and in that said majority are deprived of the privilege of sending two representatives to the General Assembly without their consent or agreement by the vote of the minority only, at a meeting at which said majority were forbidden to act, a right expressly guaranteed to any town from which any new town is made, by the Constitution of the State; and in that said majority are by said resolve deprived of their lawful name as a town and have another imposed upon them, all without their consent; and in that they are in like manner deprived of their town records which, with the name, is given to said minority.

"2d. And because the line of division is unequal and unjust, in that it leaves to said majority not more than one-fourth part of the actual territory of said town, and in that said division line runs three-fourths of its entire distance through enclosed farms, by which the owners of them, being a part of said majority, will become taxable for town expenses in the town composed of said minority, all of which might have been prevented by adopting a certain highway and brook called Knees-and-Paws Creek, or at some other place, as a line of division; and in that there is left to said majority a breadth of boundary on the sea of not more than sixty rods, while said minority possess a boundary, as they state in their petition for said resolve, of about five miles on the sea and ten miles on the Ousatic River, and in that said resolve gives to said minority the control of one-half of Bridgeport Harbor for all purposes of quarantine, which may prove an intolerable vexation to said majority, whereas if a line had been run in said highway and creek, etc., nearly all the evils mentioned might have been obviated.

"3d. And because in case of a disagreement as to a division of the property and burdens, a great proportion of which consists of bridges, three-fourths of which are in the western division of said Town of Stratford, the dispute must be determined without appeal by a single individual, whom indeed the majority highly respect, but who was nominated and his appointment procured by the minority without the knowledge and consent of the majority.

"4th. And because said resolve will be a precedent for the violation of all other rights of all citizens of the state.

"5th. And because said majority are impressed with a belief that said resolve was procured a passage through said Assembly by information given to its members which was altogether incorrect, and by which they were deceived into a belief of its propriety without the inquiry before the House.

"Wherefore, for the reason above stated and many others apparent from their said resolve, this meeting does most solemnly **PROTEST** against said resolve; that it is unconstitutional, arbitrary and unjust, and hereby do declare that whatever shall be done at their meeting, or at any future meeting in carrying into effect said resolve, is submission to the strong hand of power, reserving to ourselves notwithstanding what may be done, the right at any future time to seek redress by all lawful ways and means whatsoever.

"Voted, That the foregoing be entered as the first article in the record of said Town of Bridgeport, and that the printers of this town be requested to publish the same in their respective papers.

"Dated this 11th day of June, 1821.

"**ENOCH FOOTE**, *Moderator*.

"**SALMON HUBBELL**, *Clerk*."

The question which so angered the people of Bridgeport was apparently dropped for the time being, but at a town meeting held April 15, 1822, it was "Voted, That we will petition the General Assembly at the approaching session for an alteration in the line between the Towns of Bridgeport and Stratford. Voted, That a committee be appointed to examine the proposed lines between Bridgeport and Stratford, say Knees-and-Paws Creek and Yellow Mill Bridge, north and south."

Noah Plumb, John Brooks and Daniel Sterling were appointed as such committee, and the meeting adjourned until the following afternoon when it was "Voted, To direct persons to petition the General Assembly for an alteration in the division between Bridgeport and Stratford line, beginning at Knees-and-Paws Creek and thence running south to the Sound and north to the Trumbull line." It was further "Voted, That General Enoch Foote be agent for the said petition to the General Assembly, and that he have permission to employ counsel." The meeting adjourned to Monday, April 22d, when the following was passed: "Whereas, the time is too short to bring a petition to the approaching legislature, Voted,

That we suspend any further proceedings in regard to an alteration in the lines between the Towns of Bridgeport and Stratford for the present."

Nothing more of consequence was done upon this subject until sixty-eight years later.

HIGHWAYS

In the matter of expenditures the early town authorities were very economical. The records contain very little to give information regarding the expenses. It was customary to levy a one cent tax direct for highway purposes. Persons had the privilege of paying their tax by an equivalent amount of labor if they so desired. The surveyor of highways in each district had a rate book, in which was entered the amount of tax or labor assigned to each resident of his district. The boundaries of these districts were never recorded, the same being a matter of common knowledge, consequently there seemed to be no cause for recording them. The tax raised in the town was very small, that of 1822 being only \$250 and that of 1830 less than \$300. As almost every person paid his tax with his labor, the town authorities fixed the compensation for a day's work as 75 cents, an equal amount allowed for a team of horses or mules, or a pair of oxen. Later the day's work was judged to be worth only fifty cents.

The first highway improvement made by the town was the building of a bridge across what was known as Baker's Pond. This pond has long since passed from existence. It was only a creek which at one time extended from the harbor about where South Avenue is located across Main Street. It was the outlet for small rivulets which drained the swamp lands north of State Street between Broad and Courtland streets. It is said that skating parties would start from the vicinity of 200 State Street, skate to the harbor and around the beacon, the outlet being over Baker's Pond.

The borough had purchased part of the land to extend Main Street south of State Street as early as 1807 and individuals had extended the street as far as Baker's Pond. However, neither the borough or Town of Stratford had taken any steps to bridge this pond. After much dickering, appointment of investigating committees, etc., on October 11, 1822, the town "Voted, That the town pay James W. Allen out of the town treasury \$225 so soon as said Allen will and shall build a solid bridge over Baker's Pond, logged

with log sides, 14 feet wide, filled with stones, or gravel, or sod; laid firm like a wharf, with a sluice in the middle twenty feet wide, well anchored, to the acceptance of the selectmen of said town, with a proper railing." It is known that Captain Allen constructed this bridge, but all remnants have disappeared. For many years a bridge on Main Street at South Avenue, fully 175 feet long, was in existence, but the memory of it has gone. It is presumed that the town officials faced the same problems and experienced the same difficulties in road building as did the borough officials. Much opposition is shown upon the records to the laying out of proposed roads, while very many highways were approved.

The only street that the selectmen laid out between 1821 and the incorporation of the city in 1836 was Pequonnock Street. In October, 1827, the selectmen laid out a road from near the dwelling house of Gideon Wells to the Golden Hill Road. The road was probably already there, the action of the selectmen being simply to legalize the highway.

ALMS HOUSE, WORK HOUSE AND HOUSE OF CORRECTION

The care of the poor in the town, the provision for a place to incarcerate those who were guilty of disobeying the law, and where they could be self-supporting during the time of their imprisonment, were matters occupying the attention of the early town meetings to a large extent. At a meeting held September 20, 1822, it was

"Voted, That a committee of three be appointed to examine and report at the adjourned meeting in regard to a house of correction or poor house.

"Voted, That the committee appointed on the subject of a work-house and house of correction, to be connected with an asylum for the poor, inquire, 1st, Into the expediency of such an establishment; 2d. And as to the proper place for the erection of such an establishment and the cost of obtaining proper land and buildings for it; and lastly, whatever else they may deem proper upon the subject, and report at an adjourned meeting."

Enoch Foote, Daniel Sterling and Wilson Hawley were appointed members of this committee and they reported on the 11th of October as follows:

"The committee to whom was referred the consideration of the expediency of establishing a workhouse, etc., respectfully report as follows, to wit:

"1st. That they have attended to the duty assigned them agreeable to their instructions, and are of the opinion that it is inexpedient to establish a workhouse and house of correction, with an asylum for the poor.

"2d. And do recommend that the town hire a house and one acre of land from Elijah Burritt, called Parrish's house, for five years, if the rent can be hired at \$30 a year, which place we think a very proper one and the house convenient.

"3d. The committee believe it will be a considerable saving to the town, the town poor made more comfortable than they are at present, and the vicious placed in security.

"ENOCH FOOTE,

"DANIEL STERLING,

"WILSON HAWLEY."

This report was accepted and the selectmen authorized to proceed with the work. It is evident that the selectmen found some difficulty in doing this, as it states in a warning for a meeting to be held October 6, 1823, that the purpose was "to take into consideration the propriety of purchasing or hiring a building for a poorhouse and house of correction." The meeting appointed Daniel Sterling, Enoch Foote and Thomas C. Wordin "to inquire into the situation of David Sherwood's property, in regard to its value and encumbrance, and report to the next annual meeting." The report submitted by the committee was unfavorable and for the time being the question was dropped from consideration.

On June 25, 1825, it was voted that the town should establish a suitable house of correction and that the selectmen should find a suitable location. They reported on July 11th that they had not been able to secure a suitable building, but recommended that a building be erected upon some desirable spot, the same not to cost more than two hundred dollars. On September 21st the selectmen approved of the house, which had been erected near the home of Abel M. Wheeler. This house was designated as a workhouse and house of correction. On September 15, 1827, the matter of a poorhouse again came up, when a committee, composed of Enoch Foote, David Nichols and Sylvanus Sterling, was appointed to examine the subject. The result was that the selectmen advertised to "contract with any person to support and maintain all the town poor for the year ensuing. From this time on for many years the subject of a poorhouse and house of correction was debated in almost every town meeting. Hardly any

action was taken which could be called important or worthy of mention, most of it consisting of the appointment of investigating committees which invariably returned an indefinite report of their findings.

On August 19, 1837, a committee purchased of Philip A. Cannon, Samuel Peet and John Plumb, for the sum of \$700, "a certain tract or parcel of land situated at a place called East Bridgeport, in said Town of Bridgeport, containing five acres, bounded northerly on highway, easterly on land of Bryant B. Parrott, southerly on land of Isaac Seeley, and westerly on land of Jesse and Legrand Sterling and Lucy Parrott." This house was constructed and later additional land was purchased adjacent to the original ground.

TOWN HOUSE

During the first years of the town's official life there was no necessity of having a building devoted to the care of the town records. There were probably only two books—the record of town meetings and the land record—which had to be kept and these the town clerk kept at his house or place of business. On April 15, 1833, it was voted at a meeting to instruct the treasurer to purchase an iron safe for not more than forty dollars. This is the first instance of any special effort being made to protect the books. Immediately following the completion of the almshouse there arose the question of building a suitable town house for Bridgeport. At this time Bridgeport had become a city and it was planned to use the contemplated building for both town and city house. The selectmen found everything agreeable to the idea of a new building and they were given power to attend to all preliminary arrangements.

A special meeting was called for March 16, 1838, "for the purpose of taking into consideration the expediency and propriety of building a town house and public market on the Public Green in said Bridgeport, between the houses of Daniel Fayerweather and Daniel O. Wheeler, or on land owned by William Peet, Esq., between the Episcopal and North Congregational churches." The house of Daniel Fayerweather stood on the site of the City Hall Building and the Daniel O. Wheeler house on the northwest corner of Broad and State streets. The Public Green was that portion of the City Hall Green lying west of the building. The lot owned by William Peet was the northeast corner of Broad and John streets, extending from the post-office to John Street. At this time Broad Street and Main Street were not used for business and this fact, coupled with the prospective

high cost of building, brought forth the decision that it was inexpedient to build a town house at that time.

The City of Bridgeport had by this time grown to at least four thousand population and the necessity for some place to hold meetings and conduct business was dire. The Baptist Church, on the southeast corner of State and Broad streets, was used for meetings, with the express stipulation that those present "shall not be allowed to stand on any seat." Probably for this reason it soon became the custom to immediately adjourn the meetings held in the church to the city court room, at the southeast corner of Main and Wall streets. This was a large hall occupying the upper stories of three stores known as the Exchange Building.

At the meeting of November 28, 1840, the matter of building a town house again came up and a committee was appointed to learn whether or not a proper location for a town house could be secured and also the cost of the same. By the following February it was decided to contract for a room owned by James Robinson, the same located in the Exchange Building. At a special meeting held January 29, 1845, the selectmen were instructed "to contract for the enlargement of the room known as the town hall for a sum not exceeding one hundred dollars per annum," with certain other considerations.

In March, 1851, a committee composed of George Wade, Lemuel Coleman and P. C. Calhoun was appointed to again inquire into the expediency of building a town house. From the subsequent records it is evident that this committee decided not only upon a site for the town house, but had also formulated a plan for a building. Another special meeting was held May 10, 1851, "for the purpose of hearing the report of the committee appointed to purchase a lot for a town house, to appoint a building committee to erect a suitable building thereon and empower them to borrow money for said purpose and to appoint an agent to sign a note or notes for the same."

The selectmen were authorized to give the note of the town to Dr. David H. Nash for the sum of \$3,000 in payment of the lot purchased of him for the site of the town house. Lemuel Coleman, Henry K. Harral, John Brooks, Jr., and Philo C. Calhoun were appointed as a building committee. The lot purchased from Doctor Nash was bounded on the west by practically the same line as the west side of the present city hall building. It was evidently the purpose of the town to erect here on this 100 by 15 ft. lot a modest town hall fronting the west. On June 14, 1851, however, a special meeting was held "for the purpose of taking into consideration the propriety of purchasing

the remainder of the Fayerweather lot, now belonging to Dr. David H. Nash and selling a portion of the lot recently purchased of said Nash, also to provide ways and means of paying for the same." Building operations were suspended for a year for financial reasons. On July 12th Doctor Nash conveyed to the town in consideration of \$5.200 "A certain piece of land, with the dwelling house and other buildings thereon, situated in said Bridgeport and bounded westerly on the public green, so-called, or highway, southerly on State Street sixty feet, easterly on land of said Nash, and northerly on land of said Town of Bridgeport (which was purchased of said Nash and deeded to them the 30th of May, 1851), sixty feet, subject to a lease to the present proprietor of said dwelling house until the 1st of April, 1852, the Town of Bridgeport receiving the rent therefrom."

On the same day the selectmen deeded to David H. Nash all that portion of the lot on Bank Street lying east of the direct line of the Fayerweather lot, extending to Bank Street, or forty feet fronting on that street, for \$1,200. This purchase gave to the town a lot sixty feet wide, extending from State Street to Bank Street, and the one on which the city hall now stands.

COURTHOUSE

As early as 1830 the citizens of Bridgeport had aspirations to have their village the site of the county courthouse. Norwalk had also experienced the same desire, but both towns did not feel that the treasury would warrant any extended campaign at that time for the removal of the seat of justice from Fairfield. A special town meeting was held in Bridgeport December 28, 1833, "for the purpose of taking into consideration the propriety of making an effort to obtain the removal of the county courthouse and gaol from Fairfield to Bridgeport." A committee consisting of Samuel Simons, Daniel Thatcher, Philo Hurd, Smith Tweedy and Fitch Wheeler was selected to inquire about the subject and report later. They accomplished the investigation ordered and then "recommended that a committee of nine be appointed to bring a petition to the next General Assembly to remove the place of holding the courts from Fairfield to Bridgeport, provided the Town of Bridgeport will furnish a courthouse and gaol to the acceptance of a committee appointed by the county." The meeting then appointed as the committee to bring the petition Fitch Wheeler, Alanson Hamlin, Daniel Fayerweather, Smith Tweedy, Ira Peck, Mark Moore, Josiah Hubbell, Abijah Hawley and Enoch Foote.

On April 28, 1841, there was held another special meeting. Prior to this Norwalk had petitioned the General Assembly for the removal of the courthouse and jail from Fairfield to that town and a number of the citizens also had a petition ready asking that Bridgeport be made the shire town of the lower end of the county. A warning was issued at this meeting of the 28th "to take into consideration the propriety of remonstrating against any petitions that have been brought to the next General Assembly of this state for removing the courthouse from the Town of Fairfield to any place westerly or northerly of said Fairfield," also several other items. The meeting closed with the adoption of resolutions reading as follows:

"Resolved, That this town assume and maintain the petition of Charles Bostwick, Esq., and others, brought to the General Assembly of this state for the removal of the courthouse and gaol from Fairfield to Bridgeport.

"Resolved, That in consideration of the peculiar advantages which a courthouse and gaol will be to Bridgeport we will, with such aid as the present county property at Fairfield wilt afford, erect at our own expense the necessary and proper buildings for a county house and gaol, and save the county harmless therefrom.

"Resolved, That an agent be appointed to carry into effect the foregoing resolutions.

"Resolved, That James C. Loomis be appointed said agent.

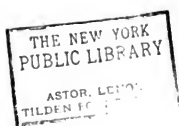
"Resolved, That the Town of Bridgeport are opposed to the removal of the courthouse and gaol from the Town of Fairfield to the Town of Norwalk, and that the agent hereby appointed at this meeting to attend to the petition of Charles Bostwick, Esq., and others, be authorized and directed to file a remonstrance to the General Assembly in the name of this town to the petition of the Town of Norwalk, brought to the said General Assembly for the purpose aforesaid."

The result was that neither Bridgeport nor Norwalk succeeded in wresting the county seat honors from Fairfield. Bridgeport did not again attempt to do so for nearly ten years.

In 1850 the Town of Norwalk again petitioned the General Assembly for the removal of the courthouse there. This was the signal for Bridgeport again to take up arms. A special meeting was held in Bridgeport on April 27th, when vigorous resolutions were passed against Norwalk's action, and incidentally pressing forward Bridgeport's claims again. Although the latter town did not secure the courthouse the strong opposition really prevented Norwalk from achieving the honor. At this time also Bridgeporters took renewed



FAIRFIELD COUNTY COURTHOUSE, BRIDGEPORT



courage, as their town had become the most likely town in the county for the location of the county courthouse. A decade previous this could not be said. Then Fairfield held advantages above both Bridgeport and Norwalk. During the ten years intervening, however, Bridgeport grew in population and commerce, while Fairfield deteriorated. The cause of Bridgeport was rapidly assuming momentum and strength.

The meeting of April 19, 1852, was held "for the purpose of making such arrangements as are necessary and proper in petitioning the next General Assembly of the state for the removal of the courthouse and jail from Fairfield to Bridgeport and to appoint all necessary agents to carry forward and prosecute the same before said assembly." James C. Loomis, William P. Burrall and E. S. Abernethy were named for the committee. As had been the case before Norwalk then followed Bridgeport's lead and voted to petition the General Assembly herself, Bridgeport counteracting naturally with a set of resolutions condemning Norwalk's move and offering to build a county courthouse at Bridgeport free from expense to the county. But Bridgeport was doomed yet to wait.

On February 15, 1853, the following was adopted by the town meeting:

"Whereas, Reports have been industriously circulated that the citizens of Bridgeport have never obligated themselves to build the public buildings at their own expense in case of the removal of the county seat of the lower shire to that place, whereby a false impression has been made, Now, therefore, for the purpose of removing such impression and stopping all further cavil on the subject, we do resolve,

"First. That believing that the public interests will be promoted by the removal of the county seat in the lower shire from Fairfield to Bridgeport, it is our intention to petition the next General Assembly to that effect.

"Second. We do hereby obligate and bind ourselves to the County of Fairfield, in case of such removal, (with the use of the county property at Fairfield,) to provide suitable sites at said Bridgeport for the courthouse and jail and to erect thereon suitable, sufficient and proper buildings under the supervision of such committee as the legislature may appoint, with all reasonable despatch for the use of the county, at our own cost and expense and without any cost or expense to the county whatsoever.

"Third. That our Representative in the General Assembly be

requested to present these resolutions to the meeting of the Representatives of the county holden at Westport on the 17th instant."

Undoubtedly this was the most opportune moment to bid for the favor of the remaining towns in the county. Just then a new jail was in process of construction at Fairfield, the expense of which was borne by several towns. Now that Bridgeport had made it clear to the other towns that they would not have to share in the cost of constructing a courthouse, she secured a leverage which went far to make her efforts successful.

A special meeting was held April 19, 1853, to "take into consideration the propriety of petitioning the next General Assembly for the removal of the county seat from Fairfield to Bridgeport; of determining the terms and conditions upon which said application shall be made, and making all such arrangements and provisions as may be necessary and proper to carry the same into effect." The meeting voted to bring the petition and further

"Voted, That in consideration of the advantages that may result to the town from such removal, the town will at their own cost and expense provide a suitable place or places for the necessary public buildings and erect the same for the use of the county free from any cost or expense to the county; and will also assume all the contracts that may have been made by the county commissioners for lumber, timber, brick, lime and other materials for the erection of the jail at Fairfield, and save the county harmless from any cost or expense in relation to the same.

"Voted, That James C. Loomis, E. S. Abernethy, Dwight Morris and John Brooks, Jr., be and are, hereby appointed the agents of the town to prepare a petition for the purpose aforesaid, and present and prosecute the same accordingly, and that said agents be and they are, hereby fully authorized and empowered to make any and all further propositions for and in behalf of said town in relation to the premises which in their opinion may be necessary and proper.

"Voted, That said agents be and they are, hereby authorized to draw on the treasurer of the town for such sums of money as they may deem necessary to expend in prosecuting said petition."

THE ACT OF REMOVAL

This unmistakable sincerity on the part of Bridgeport resulted in her acquisition of the county courthouse and jail. An "Act in alteration of an Act relating to Courts, and an Act concerning Persons,"

was passed by the General Assembly and approved June 30, 1853. This Act provided "that from and after the first day of October next, the Supreme Court of Errors, the Superior Court and the County Court in the County of Fairfield shall be held in Bridgeport in said county, at the several times when they are now by law required and authorized to be held in the said county." It was made the duty of the Town of Bridgeport, free of expense to the County of Fairfield, "to erect on the lot between State and Bank streets, on the east side of the public square, a building with suitable and convenient rooms with the necessary fixtures for the accommodation of said courts, and with a fire-proof vault for the safe custody and preservation of the public records, to the acceptance of any three judges of the Supreme Court of Errors." The town was to execute and deliver to the county treasurer a conveyance of "the right to said rooms for the purposes aforesaid during the time when said courts shall be by law held in said Bridgeport." It was also made the duty of the town "to erect, free of expense to said county, a suitable jail" to the acceptance of three Supreme Court judges, with "all the necessary arrangements for the confinement of persons committed to said jail" and convey the same to the county. The expenses of the judges in visiting and examining the buildings to determine whether the same ought to be accepted was to be paid by the town. The town was also to pay to the treasurer of the county "the amount of all expense and liability incurred in the erection of the new county buildings in Fairfield," and of all the materials used in the construction. The commissioners were authorized to convey the same over to Bridgeport upon the payment of this claim. When this money was paid into the county treasury then the commissioners were to "refund to any town in said county any sum which may have been paid by such town on account of the tax laid to defray the expense of said building." It was provided that "if the said Town of Bridgeport shall not, on or before the first day of October, 1854, have erected said buildings according to the provisions of the act," said town, "shall pay into the treasury of the County of Fairfield the sum of \$20,000, recoverable in any proper action brought for that purpose." Bridgeport was also instructed to provide good quarters for the courts during the time that the courthouse was being built. The sheriff was given the power to see that this was done and to use the town money for the same if necessary. The town was also authorized to lay a tax and collect the same to carry out the provisions of the act.

That the town had assumed an immense obligation is shown by

reports of subsequent meetings, when committees were appointed to investigate the cost of the removal. A special town meeting was called for July 7, 1853, "for the purpose of taking into consideration and adopting such measures as may be necessary to carry into effect the act removing the county seat of the Lower Shire from Fairfield to Bridgeport," and also to take such measures, "as may be thought necessary and proper for procuring a lot for the location of the county jail, and also of a building on the lot owned by the town between State and Bank streets, with suitable accommodations for the courts of said county pursuant to the provisions of said Act, and also a town hall and such other rooms as may be deemed necessary and proper for the use of the town, and to appoint all such committees, with such powers as may be deemed proper, to carry into effect the aforesaid objects."

James C. Loomis, Henry K. Harral, Hanford Lyon, Philo C. Calhoun, John Brooks, Jr., Lemuel Coleman and William S. Knowlton were appointed as a building committee and they were "empowered to erect on the lot between State and Bank streets, on the east side of the public square, a building of such form and dimensions as may be deemed by them necessary and proper for a town hall, town clerk's office, and for such other purposes as the interests of the town may require, containing convenient and suitable rooms with the necessary fixtures therein for the accommodation of the courts of Fairfield County, together with a fire-proof vault for the safe custody and preservation of the public records, and in conformity in all respects with the provisions of the 'Act in Alteration of an Act relating to Courts, and of an Act concerning persons.'"

This committee was further authorized and empowered to purchase a suitable lot and to build there a county jail, to borrow money and make satisfactory disposition of the buildings then standing on the town lot on the east side of the public square. This committee was given arbitrary powers by the citizens, because it was composed of the most influential and at the same time wealthiest men of the town.

No further action was taken by the town itself until April 1, 1854, when a town meeting was held for the purpose of "authorizing and empowering the building committee or some other proper persons to convey, according to the requirements of the statute in such case made and provided, to the treasurer of the County of Fairfield and his successors in office, the land and buildings belonging to the town, situated on Broad Street, on which the jail has recently been erected by said town."

This lot was purchased by the committee on August 22, 1853, of William H. Knowlton, the price paid being \$4,000. The description in the deed reads as follows:

"A certain piece of land, and buildings thereon standing, containing about 45 rods, more or less: bounded westerly on Broad Street 81 feet in part, and in part westerly on land of Pearl H. Sperry 52 feet; northerly on land of Pearl H. Sperry 76 feet 4 inches in part, and in part on land of George W. Griswold 53 feet; easterly on land of William M. Ayres 118 feet; southerly on land of Stephen Lounsbury 133 feet, the same being situated in said Bridgeport, and the lines or bounds of said land being as the same is now fenced."

This lot was on the east side of Broad Street, near South Avenue.

On April 11, 1854, James C. Loomis, Henry K. Harral, Hanford Lyon, Philo C. Calhoun, John Brooks, Jr., and Lemuel Coleman, conveyed to N. H. Wildman, of Danbury, treasurer of Fairfield County, and his successors in office, for the consideration of \$1, "for the uses and purposes of a common jail for the County of Fairfield, according to the provisions of a certain statute law of this state, entitled 'An Act in Alteration of an Act relating to Courts, and an Act concerning persons,' passed in May, 1853, a certain tract of land situated in said Town of Bridgeport, in quantity half an acre, more or less, and bounded on a line running from front to rear one foot north of and parallel to the north wall of the brick building now standing on the land in this deed described and hereby conveyed; easterly on George Everson; southerly on Stephen Lounsbury, and westerly on Broad Street, with all the buildings thereon."

It was not until May 2d following, however, that the conveyance was duly accepted by the judges of the Supreme Court. Nor did this conveyance "convey" to the county the whole of the land which had been purchased of Knowlton. On the back of the north side there was a strip 52 by 53 feet, which evidently was held by the town, together with eight feet of frontage on Broad Street. This was sold by Silas C. Booth, as agent for the town, to Jessup Alvord, county treasurer, on February 18, 1856, for the consideration of \$600.

In May, 1854, the town decided to issue bonds to cover the expenses incurred in the erection of the county buildings and to this end voted to prepare a petition for the next General Assembly, asking for authority to issue these bonds. The General Assembly, at its May session, granted this authority, provided that the sum of the bonds, promissory notes, etc., did not exceed the sum of seventy-five thousand dollars.

In August, 1854, steps were taken to purchase the lot on the east side of the courthouse, which had been recently bought by the building committee of Messrs. Hall and Miller for the town. The original lot had been purchased of David H. Nash on July 12, 1851, and this had a frontage of sixty feet on both State and Bank streets. In September, 1853, Orlando B. Hall and Edward H. Taylor, who had bought the adjoining property on the east, conveyed to the town a strip ten feet wide from State to Bank streets, the consideration being \$1,100. Hall and Taylor, after this sale had a lot fifty-six feet wide from street to street. Taylor conveyed his interest to Hall and the latter in time gave his interest to Henry Hall. The building committee, on July 18, 1854, bought this lot of Henry Hall for \$4,312.06 and assumed a mortgage of \$3,500 thereon, held by David H. Nash. Also, on the same day, the committee bought of Emery A. Weller a lot twenty-six feet wide adjoining at the east, extending from street to street, and assumed another mortgage for \$2,000 held by Nash. This constituted all the land held by the town east of the then courthouse.

The mortgages of David H. Nash of \$5,500 were paid January 13, 1855. The aggregate cost of the lot was \$19,546.12, that is of the lot on which the city hall now stands and the ground east of it. This was at the rate of \$128.60 per front foot, running from street to street.

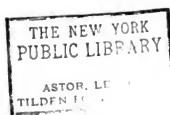
In consideration of the promise made to the Town of Fairfield and the agreement entered into, at a special meeting held September 16, 1854, it was

"Voted, That the building committee, consisting of James C. Loomis, Hanford Lyon, Philo C. Calhoun, John Brooks, Jr., Lemuel Coleman and William S. Knowlton, be and they hereby are authorized and empowered for and in behalf of the Town of Bridgeport to make, execute and deliver to St. Paul's Church and Society at Fairfield a quit claim deed and conveyance to said church and society all the right, title and interest of the Town of Bridgeport in or to the land in the said Town of Fairfield on which the jail formerly stood, with the buildings thereon, conveyed to said Town of Bridgeport by the Commissioners of Fairfield County by deed dated the 12th day of September, 1853; also that said committee sell and dispose of the buildings, fences and stones on the town lot in which the courthouse now stands; fill up the cellar under said house, grade and prepare said lot so far as may be necessary and proper for the purpose of a public square."

At a town meeting November 15, 1854, "for the purpose of authorizing the building committee on courthouse to make conveyance of the same as required by law on that subject, passed at the session of



THE HANFORD LYON HOMESTEAD



the Legislature in 1853," it was voted that the building committee should be "authorized and empowered for and in behalf of the Town of Bridgeport to make, execute and deliver unto the treasurer of Fairfield County and his successors in office a good and sufficient deed or other instrument obligatory to the acceptance of any three of the judges of the Supreme Court of Errors of this state conveying unto said treasurer and his successors in said office the right to all the rooms, except the southeast room, together with the fireproof vault on the second floor of the public building in said Bridgeport known and denominated the courthouse; also the right of the rooms on the third floor of said building known and denominated as the gallery, with the two small rooms on the east and west sides of the same known and denominated as the consultation rooms, with the right to use the north-west corner basement room for the purpose of placing a furnace there for the heating of the other rooms if the same shall become necessary; also for the purpose of storing the necessary coal and fuel for the use of said rooms, with the right to use all the flues in said building that may become necessary for the heating of said rooms; also the right to use all the entrances, halls and stairways in said building for free ingress and egress to and from said rooms, according to the requirements and provisions, and for the uses and purposes expressed and contained in a statute law of this state passed at the May session of the General Assembly, A. D., 1853, and approved on the 30th day of June in said year, and entitled 'An Act in Alteration of an Act relating to Courts, and an Act concerning Persons.'"

The southeast room on the second floor was also appropriated for the use of the Bridgeport Library Company. At the meeting on November 29, 1854, it was "Voted, That the room below called the basement in this building be hereafter used as a town hall, and that all town meetings be held there; and that the northeast room on the same floor be appropriated for holding justice courts."

On February 20, 1855, the courthouse committee presented a report of their work and were officially thanked for their services. This committee had been the same since the first, with the exception of Henry K. Harral, who died in 1854. William S. Knowlton took his place on the board. On March 14, 1855, the selectmen were instructed "to build a temporary fence around the courthouse and improve and finish the grounds connected therewith." This action practically completed the building of Bridgeport's first courthouse, the identical building which is now the city hall.

THE SECOND COURTHOUSE

At a special meeting held May 11, 1872, "for the purpose of selling to the county the interest of the town in the courthouse," it was

"Resolved, That Francis Ives, George Mallory and Egbert Marsh be appointed a committee to confer with the county commissioners to perfect if possible such an arrangement as will enable the county to rent for the use of the Court of Common Pleas Washington Hall, subject to the use of the town and city for purposes of public meetings, and to perfect such arrangements as shall be just by which the court house building and premises may be kept in good order and report their doings as early as possible."

The committee reported on July 27th "that they had an interview with the commissioners in relation to the above mentioned subject and understand from them that one-half the hall, together with one of the corner rooms on the same floor, will afford all the room needed by the Court of Common Pleas, and for this the county would be willing to pay \$600 per annum, taking a lease for ten years and making the alterations and fitting up the rooms at the expense of the county." It was finally decided to authorize the selectmen to lease to the county for the term of twelve years the west half of Washington Hall and the room adjoining north of the same at a yearly rent of \$600, the county to make all alterations.

Mr. Franklin Sherwood wrote in regard to this matter: "Now had the town at this particular time voted to turn over to the county the courthouse and the green for county purposes it would have been a profitable investment. The only accommodation offered by a courthouse in Bridgeport was to the Bridgeport attorneys. The town had, in one of its generous moods, as in the case of the building of the Housatonic Railroad, bonded itself heavily to build a courthouse which, it was claimed by the attorneys of that day and our local statesmen, would accommodate the courts for all time, and the building was constructed that it might be a monument of beauty and convenience for centuries to come. It was a little out of town at the time, but the more far-seeing of the statesmen believed that the city would in time grow out to it, and in the meantime the quietude of the situation would be of advantage to the courts while in session. But it only required a quarter of a century to have the county courts expand and the legal fraternity to follow suit to the extent that the courthouse was considered to be inadequate to afford the accommodations demanded, and in 1886 the aforesaid attorneys were pressing the matter of building new additions to it."

On February 6, 1886, another special town meeting was held. This meeting was to consider the appointment of an agent "to procure and convey to the county a suitable site for a courthouse, including the present courthouse and the land belonging to the town on the east side thereof, if deemed advisable."

D. B. Lockwood offered a resolution embodying facts which were not accepted, whereupon he withdrew the same and offered another which was adopted. This follows:

"Resolved, That if the County of Fairfield will release to the Town of Bridgeport all its right, title and interest in the present courthouse, the Town of Bridgeport, by its town agent, who is hereby authorized so to do, will convey by a proper deed of conveyance to the County of Fairfield the lot belonging to the Town of Bridgeport lying east of the present courthouse for the purpose of having erected thereon by the county commissioners a court house of suitable dimensions to meet the wants of the county; or, in case the county commissioners should decide upon some other location in said Bridgeport, the town will purchase the interest of said county in the present courthouse at a fair valuation."

At a special meeting held for road purposes on February 26, 1886, D. M. Read offered the following, which was adopted:

"Whereas, An attempt is being made in the General Assembly of this state to remove the county seat from Bridgeport to Norwalk, and March 3, 1886, has been fixed as a day for a hearing upon the matter before the committee of the General Assembly on new counties and county seats at Hartford; and

"Whereas, Bridgeport by reason of its location, population, grand list and business it furnishes to the courts, is the proper and most suitable location for the county seat and no good reason exists for the proposed change to Norwalk; therefore

"Resolved, That the 1st Selectman of the Town of Bridgeport be and he is hereby directed and empowered to use all proper means to protect the interests of this town in the matter of the bill now pending before said committee of the General Assembly proposing to change the county seat of the County of Fairfield from the Town of Bridgeport to the Town of Norwalk, and to employ such assistance at the expense of the town as he may deem necessary and proper to prevent such change."

At a city meeting of March 1, 1886, Alderman Klein presented similar resolutions, which were adopted. The mayor appointed such attorneys as A. B. Beers, Curtis Thompson, D. Davenport and J. B.

Klein, also a committee of citizens composed of W. H. Noble, Jarratt Morford, E. W. Marsh, P. W. Wren, J. N. Near, P. H. Skidmore, Jr., T. L. Watson, J. L. Harlem, F. M. Wilson, W. F. Pinkham, B. Keating, W. H. Rockwell, F. Sailer, C. A. Mooney, J. D. Frary, William Greisinger, C. Fones, W. H. Stevenson, R. H. Shannon, Albert Wintter and John Sexton to help to defeat the Norwalk proposition.

Again quoting from Franklin Sherwood, historian: "This whereas and resolution was allright as far as it went. Bridgeport had built one courthouse at its own expense to accommodate the court and its attorneys and had offered to present to it a new site on which to erect a new courthouse to suit itself. If the other towns in the county, now that the courts and attorneys were ambitious for more elegant and modernized quarters, took advantage of Bridgeport's weakness to relieve themselves of the expense which would be entailed upon them, should the county be called upon to build a new courthouse, by threatening to remove the county seat from Bridgeport, they were not to be blamed. They understood full well that it only required a petition to the General Assembly for a change to bring Bridgeport to terms and thus relieve the rest of the county from any of the expense. The petition of Norwalk did the business and Bridgeport at once responded, as it was expected and designed that she should do." A. B. Beers followed the Read resolution (mentioned in preceding paragraphs) with another set of resolutions as follows:

"Resolved, That the Town of Bridgeport is in favor of making an appropriation for such sum as may be necessary for the purpose of erecting a suitable county courthouse at said Bridgeport.

"Resolved, That the selectmen of the town are hereby requested to call a special meeting immediately for the purpose of making an appropriation for such purpose and the transaction of any and all business necessary and proper to carry this resolution into effect and to prevent the removal of the county seat from Bridgeport." These resolutions were forthwith adopted.

Frankly, Bridgeport was shaking in her shoes. The town and city had grown rapidly; her business, her population and her interests were superior to any other place in the county; consequently, the thought of losing the county seat to Norwalk and with it all her advantages, brought the citizens of Bridgeport to their feet as a body. It is to be readily believed that most any sum would have been appropriated, one far greater than that which eventually was given.

A special town meeting was called for and held March 3d. "For the purpose of making a suitable appropriation and provision for a site and the erection thereon of a courthouse at Bridgeport suitable for the wants of the county and to authorize the selectmen of the town to borrow such a sum of money in behalf of the town and upon its credit at a rate of interest not to exceed 4%, as may be decided by said meeting to be necessary and proper for the purpose specified. Also to appoint a committee to act with the county commissioners on the location of said lot and the erection of the courthouse. * * * Also to ratify and confirm the town meeting of February 26, 1886, relative to the appointment of the first selectman to oppose the removal of the courthouse from Bridgeport."

The action of the previous meeting was not legal, because it was not called for the purpose on which it took action.

A. B. Beers opened the meeting with the following, which was adopted:

"Resolved, That the sum of \$150,000 be and the same is hereby appropriated to be expended in erecting a county courthouse within the Town of Bridgeport.

"Resolved, That the selectmen are hereby authorized to borrow said sum of \$150,000 in behalf of this town and upon its credit at a rate of interest not to exceed 4% per annum for the purpose above specified.

"Resolved, That Hon. Sidney B. Beardsley, Hon. Nathaniel Wheeler, E. F. Strong, P. T. Barnum, S. B. Sumner, with the county commissioners of Fairfield County, be and they are appointed a committee with full power and authority to determine upon a site for said county courthouse and to procure plans for and superintend the construction of the same."

Another resolution was presented, naming a committee of sixty men who should go to Hartford and oppose the bill then pending before the General Assembly.

The committee appointed selected a site on Golden Hill known as the Jacob Kiefer property. John Stevenson offered resolutions stating that he favored buying the property, but thought it an injustice, and that the committee should be dismissed and a new one appointed. D. B. Lockwood moved that the resolutions offered by Stevenson be indefinitely postponed, which was done. At a special meeting held March 5, 1888, E. F. Strong offered resolutions accepting and ratifying the act of the General Assembly at its January session of 1888, authorizing the town to issue bonds; authorizing W. E. Seeley, D. N.

Morgan and Frederick Hurd to act as agents of the town in pledging credit for the bonds to the amount of \$150,000, also to sell them.

This closed the business matters of any importance preceding the erection of the courthouse. Mr. Kiefer's house on Golden Hill was moved to the rear, facing on Chapel Street, and on the site cleared the present magnificent courthouse was duly erected. On July 28, 1886, the design of Warren R. Briggs, architect, was chosen in competition and the cornerstone was laid June 24, 1887. The structure was completed and first occupied in 1888.

Closely connected with the history of the Town of Bridgeport is the story of the consolidation of Bridgeport City and the Town of Bridgeport for governmental purposes. This is related in the following chapter on the City of Bridgeport, also the story of the annexation of West Stratford to the City of Bridgeport.

CHAPTER VI

THE GOVERNMENT OF BRIDGEPORT (Continued)

INCORPORATION OF THE CITY—THE FIRST MEETING—EAST BRIDGEPORT
—TOWN AND CITY CONSOLIDATION—ANNEXATION OF WEST STRAT-
FORD—CITY MAYORS, ROSTER—STREETS—PAVEMENT—SEWERS.

INCORPORATION OF THE CITY

For a few years prior to 1836 the borough government of Bridgeport had been unsatisfactory. The people had reached the decision that this form of government was insufficient in many ways and they desired the larger privileges of self-government. The borough charter had been a copy of the charters of several other cities in the state which were granted by the General Assembly in 1784 and the amendments which were commonly added to them were made applicable to all cities alike. The authorities of Bridgeport assumed that these amendments would apply to the Borough of Bridgeport as well as they did to the cities such as New Haven and New London and accordingly adopted them. The freemen for many years did not question the legality of the proceedings on the part of the warden and burgesses, but finally came to the realization that such was not strictly according to law and that the borough government was too limited for their needs. Thus began the agitation for city government.

The first meeting of the borough to discuss the proposition of a city charter was held at the high school on State Street on April 8, 1836, at which time a committee of seven was appointed, composed of Stephen Lounsbury, Samuel Simons, Smith Tweedy, Fitch Wheeler, William H. Noble, Joseph Thompson and Charles DeForest. This committee was instructed to mark off the proper limits of the city and report at a future meeting. They were also empowered to call a meeting of all the persons residing within the limits which they should name, in order that the opinion of all could be learned.

This meeting adjourned to April 22d and then the committee made its report, which was accepted by the people.

There was another town meeting called for May 5th, to take into consideration the matter of extending the limits of the borough and securing an act of incorporation for city privileges. The petition which the committee prepared for presentation to the General Assembly, then in session, was duly approved by that body. The General Assembly at its May session passed a new act incorporating the City of Bridgeport, the same to take effect October 3, 1836, following. Under this charter "all freemen of the state, inhabitants of said Town of Bridgeport and dwelling and inhabiting within that part of the Town of Bridgeport bounded east, south and west by the boundary lines of said town, and on the north by a line running from the center of the crossing of the Fairfield line with the center of the old 'Post Road' (now North Avenue), along the center of said road to the center of its crossing with the Newtown Turnpike (now Main Street); thence in a straight line to the center of the Berkshire Road (now North Washington Avenue) in front of the dwelling house of Charles H. Wekelee; thence along the center of said road and bridge and a road running easterly therefrom to the center of said street in front of the Point Burying Ground; thence east to the Stratford line," were "ordained, constituted and declared to be, from time to time and for ever hereafter, one body corporate and politic by the name of the Mayor, Aldermen, Common Council and Freemen of the City of Bridgeport."

This made the area of the new city larger than the borough had been. The latter did not reach the Line Road, or Park Avenue, and the whole of the southwest portion of the town was outside of its limits, while its northerly line only extended to Washington Avenue, from a few rods west of Courtland Street, and crossing Main Street near Meadow Street, to the harbor. The new city lines followed the town line, or Park Avenue, to North Avenue, and embraced what was afterwards known as East Bridgeport.

According to the provisions of the charter it was necessary for the citizens to hold the first meeting at the high school, which occupied a site near what is now 200 State Street, on the first Monday of October, 1836, at 9 o'clock in the morning, for the choice of a mayor, aldermen, common council, clerk, treasurer and sheriffs for the city. The senior justice of peace residing within the city was to preside until the mayor and aldermen were chosen. The official record of the first meeting of the electors of the city is as follows:

THE FIRST MEETING

"This being the day appointed by the Charter of the City of Bridgeport for organizing the City Government, a meeting for that purpose was duly warned and holden according to the provisions of said Charter at the High Schoolhouse, in said city, on the first Monday of October, A. D. 1836, being the 3d day of said month. The meeting was opened at 10 minutes before 10 o'clock, A. M., by Isaac Sherman, Esq., he being the oldest Justice of the Peace present, and after a short recess the citizens were called upon to bring in their ballots for a City Clerk. The presiding justice was assisted in counting the votes by Alanson Hamlin, Fitch Wheeler, Josiah Hubbell, William B. Dyer and Mark Moore, Esqrs., justices of the peace. On counting the votes for Clerk it was found that Ira Sherman had a majority of votes and he was declared to be chosen, and took the oath of office prescribed by the Charter, which was administered to him by the presiding Justice. The meeting was then called upon to bring in their ballots for all the other officers required by the charter. The poll was closed at 4 o'clock, P. M., and on counting the votes it appeared the following persons were chosen to the several offices annexed to their names respectively:

"For Mayor, Isaac Sherman, Jr.

"For Aldermen: Charles Bostwick, 1.

Enoch Foote, 2.

Ira Peck, 3.

Stephen Lounsbury, 4.

"For Common Council Men: Charles B. Hubbell, Edwin Porter, James Allen, David Hubbell, 3d, Titus C. Mather, Daniel Hatch, Jr., Seth B. Jones, Joseph Mott, Abijah Hawley, Charles Hill, Joel Thorp, Richard Hyde, George Robbins, James Betts, David P. Minnott, Sylvanus Sterling, Stiles M. Middlebrook, Roswell Nichols, Stephen Tomlinson, Eliada Baldwin.

"For Treasurer, Joseph Thompson.

"For Sheriffs, Samuel Hodges, John L. Fitch.

"At half past 10 o'clock, P. M., the counting finished, the presiding justice declared the aforesaid officers to be duly chosen, and the oath of office provided by the Charter was administered to the Mayor, and to Richard Hyde, Edwin Porter and Joseph Mott as Council Men. The City Government was then declared to be duly organized. After which, the Mayor presiding, a motion was made and passed that the first meeting of the Court of Common Council meet at the High

Schoolhouse, in said city, on Wednesday, 5th of October, 1836, at 7 o'clock, P. M.

"A motion made and passed that this meeting be adjourned without delay.

"Attest,

"IRA SHERMAN, City Clerk."

The next series of meetings were taken up with the appointment of special city officers and arranging for the proper handling of the city business, which was a new departure for the citizens.

The meeting of the 19th of October, same year, was practically the first to be held when real city matters were discussed. At this meeting the council ordered that the sidewalks on the north side of Wall Street in front of the land and buildings known as the "brick block" be raised and altered. These blocks stood between what is now Middle and Wall streets. Several other walks were provided for at this meeting.

This item of business, trivial as it may seem, may properly be termed the first official business of the City of Bridgeport.

The walks, such as they were, consisting of gravel, were the first official expense of the new city. Permit Mr. Sherwood to cast his own criticism of this work: "It may not be out of place to remark that these crosswalks were conveniently near either the residence or place of business of the members of the Court of Common Council, to whom the duty of constructing them was given. This coincidence between a public improvement and the private convenience or interest of members has continued down to the present day." Whether or not Mr. Sherwood is right in his estimation of the public concern of the city officials and other persons in whom the city places their interests is a matter of conjecture, and clearly not within the province of the historian. It may be said, however, that in the job of graveling the sidewalks of the city, the council did a thorough job while it was busy. The first thing was to divide the city into three sections and appoint as many committees to examine the walks and report as to the needs of each. It is to be presumed that these committees, from some reason or other, did not make a report, for at the meeting of November 14th it was "Ordered by the Court, That the order at a former Court for graveling the whole of the sidewalks, commencing from the north side corner of Main and State streets to the west line of said State Street, be rescinded." It was also ordered that the Court do nothing in regard

to sidewalks unless by "petition in writing." This expense was undoubtedly considered useless, and so it was at that time. The sidewalks were but footpaths between the trees and travel over them was very limited. There were not over five houses between Courtland Street and Park Avenue on the north side and only two on the south side.

EAST BRIDGEPORT

On May 6, 1839, at a special meeting of the council, Alderman Wheeler introduced the following preamble and resolution which were passed:

"Whereas, A small number of inhabitants on the east side of the harbor, for the purpose of being relieved from bearing their just proportion of the small expense of the government of this city while they retained all the advantages of their proximity to the same, have petitioned the Legislature at their present session to be set off from the city, therefore

"Resolved, That His Honor, the Mayor, be requested to prepare a remonstrance against the prayer of the petitioners, which, after his signature, be presented to the Aldermen, Common Councilmen and Freemen of this city for their signatures and forwarded to the Representative of the Town of Bridgeport, that he may present the same to the Honorable General Assembly for their consideration."

Notwithstanding the remonstrance of the city government the General Assembly at its May session passed "An act altering the limits of the City of Bridgeport." It stated "That from and after the passage of this Act all that part of the present City of Bridgeport lying and being upon the easterly side of Pequonnock River and Bridgeport Harbor shall cease to be and no longer form a part of the City of Bridgeport, and that the inhabitants dwelling within said part shall thereafter be released from and no longer subject to the government, law or regulation of said city."

TOWN AND CITY CONSOLIDATION

At a town meeting held November 28, 1888, which meeting was called for the purpose of considering the remodeling of the old court house, a special committee was appointed to investigate the same and also "to prepare a plan for the consolidation of the town and city gov-

ernments and to make a detailed report to an adjourned town meeting."

The committee appointed consisted of N. Wheeler, Curtis Thompson, Civilion Fones, Daniel Davenport, James Staples, D. B. Lockwood and Thomas Reilly.

On December 1st this committee reported "That they were unanimously of the opinion that a consolidation of the town and city governments is desirable, that the same can be accomplished without injustice or inconvenience to the inhabitants of any portion of the town or city, and that a more simple, efficient and economical administration of our municipal affairs will result therefrom." They recommended that both the town and the city take the proper steps to present the case before the next session of the General Assembly and to secure from that body the necessary authority to consolidate. A partial list of their recommendations follows:

1st. The limits of the town and city should be made the same and the privileges of voting and holding office be given to all those entitled to vote and hold office within the present town limits.

2d. The 2d, 4th and 5th wards of the city should be extended so as to include within their respective limits the contiguous territory in the town not now included in any ward.

3d. A division of the city should be made into two districts, the first of which should be of the same extent as the city as now constituted, and the second of which should contain the first district and all the rest of the territory of the town.

4th. The city government should retain all its present powers so far as the first district is concerned, and the expenses resulting from their exercise as well as the interest and principal of the present city debt should be met by taxation levied upon the property and inhabitants in the first district.

5th. All the powers now vested in the town government for municipal purposes by statute should be transferred to the city government in appropriate departments and all the property and obligations of the town should be transferred to the city and the expense should be met by taxation levied upon the inhabitants and property of both districts.

6th. The criminal jurisdiction of the City Court should be extended to the town limits and made exclusive, and the power to make complaints for criminal offenses should be vested exclusively in the prosecuting attorney of the city.

The committee concluded its report by saying "That the above

design of consolidation disturbs no existing burden, right or obligation of any inhabitant of either town or city, nor provides any alteration of the same, but such burdens, rights and obligations shall remain as at present with the exception only that the city shall hereafter manage in addition to its own affairs those of the town; that the powers of government shall be administered by one source instead of two."

Resolutions naming a committee of three (Curtis Thompson, Bernard Keating and James W. Beardsley) were passed, the committee to take charge of the petition to the General Assembly and to attend to all matters pertaining to the consolidation question.

On December 10, 1888, a city meeting had been held, when business favoring consolidation was transacted, the proceedings being almost identical with the town meetings.

An act amending the charter of the City of Bridgeport and consolidating the governments of the town and city was duly passed by the General Assembly and approved March 26, 1889. The act of consolidation itself varied a little from the plan drawn up at the town meeting, in that it designated as the first district the whole town and the city proper as the second district. At this time the population of Bridgeport was about 48,000.

ANNEXATION OF WEST STRATFORD

The clerk of the Borough of West Stratford addressed a communication to the City Council of Bridgeport, which was read at the meeting of the latter body on December 10, 1888. This statement follows:

"At a meeting of the Court of Burgesses of West Stratford held Wednesday, December 5th, the following was adopted:

" 'Resolved, That his Honor the Warden be and is hereby directed to appoint a committee of five citizens and taxpayers of the Borough of West Stratford to confer with a like committee from the City of Bridgeport, to be appointed in such manner as the Common Council of said city may designate, for the purpose of preparing a plan relative to the proposed annexation of said Borough of West Stratford to said City of Bridgeport.'

"The warden of the Borough of West Stratford has appointed the following committee. V. R. C. Giddings, Samuel O. Canfield, Leonard Wells, Fred V. D. Bogart and Benjamin B. Lewis."

At the meeting of January 7, 1889, the mayor of Bridgeport made the announcement that he had appointed as such committee of confer-

ence Alderman Dutton, Councilman Hughes, D. M. Read, A. B. Beers and B. Keating. The committee presented their report at the same meeting and outlined the following plan of action:

"That the portion of the Town of Stratford included within the territorial limits of the second voting district in said town, and all that portion of said town lying westerly of a line drawn from the mouth of Bruce's Brook, so called, southerly to the waters of Long Island Sound, be annexed to said Town of Bridgeport, and so much of the same as is included within the territorial limits of the Borough of West Stratford, together with that portion of the Town of Stratford lying westerly of said line from the mouth of Bruce's Brook, so called, drawn southerly to said waters of Long Island Sound, to be annexed to the City of Bridgeport. The territory so annexed to be and constitute one ward, provided that the same can be done without changing the present non-partisan character of the political division of the City of Bridgeport.

"Upon investigation it is found that the ratio of indebtedness of said Bridgeport and town, borough and school debt of the territory to be annexed to the amount of their respective grand lists are very nearly the same.

"They therefore recommended that the indebtedness of the territory it was proposed to be annexed be assumed by the Town and City of Bridgeport and the annexed territory placed upon the same footing in regard to taxation and all other city and town matters as the territory of the city and town of which it was to become a part."

"They further recommended that the mayor be authorized to appoint a committee to act in behalf of the City of Bridgeport with a similar committee to be appointed by the Borough of West Stratford in preparing and presenting to the General Assembly a bill embodying the necessary legislation to effect such annexation and to secure its passage."

This committee report was accepted and filed.

However, there arose opposition almost immediately. Alderman Gabriel offered resolutions opposing the annexation of the borough to the city as a separate and distinct ward of the same. On February 4, 1889, Gabriel again came forward with a set of resolutions opposing "any annexation scheme which promises to the people of West Stratford the expenditure of any more money for public improvements within the limits of the borough than is raised on the grand list of the borough." The resolutions also pleaded for a proviso in any act of annexation the clause that before annexation could go into opera-

tion the people should have a chance to ratify the same by ballot. However, this did not accord with the ideas of the West Stratford people, nor was it in accord with past actions of Bridgeport along the same lines, i. e., the annexation of part of Fairfield in 1870. The Borough of West Stratford wished to add value to their property by becoming part of Bridgeport, and also to gain the direct advantage of municipal improvements from city government. The matter was finally compromised.

The Annexation Act, which was approved April 18, 1889, stated that "This Act shall be a public act and shall take effect on the 30th day of April, 1889; provided, however, that the same shall not take effect unless approved and accepted by a majority vote of the electors residing within the territory hereby to be annexed present and voting at a meeting duly warned as a special meeting, and warned in said Borough of West Stratford, to be held on the 26th day of April, 1889, for the purpose of voting upon the acceptance hereof, at which meeting the polls shall be opened at 12 o'clock noon, and shall be closed at 7 o'clock in the afternoon on said day. * * * And those persons only shall be permitted to vote who reside within the territory to be annexed as aforesaid and who are registered as electors on the registry list. * * * and if a majority of ballots cast as aforesaid, shall be in favor of said acceptance, then this act shall go into effect as heretofore provided on the 30th day of April, 1889; otherwise it shall not go into effect."

No such provision was made for the electors of Bridgeport to say whether or not the annexation should be made. The vote was taken in West Stratford, resulting in 344 yeas and only 23 nays.

The territory annexed accordingly was, in the language of the act itself, "All that portion of the Town of Stratford lying west of a line commencing at a point on the boundary between the Towns of Trumbull and said Stratford where the easterly boundary of West Stratford school district of Stratford intersects said line; thence southerly along said school district line, the same being the center of the old highway, to where the same intersects the center line of the Broad Bridge road, so called; thence south seven degrees west to the point where Bruce's Brook intersects the line of the Old Mill road or street, so called; thence southerly along the center of said brook and of Hollister's Mill Pond, so called, to the center of water wier on Hollister's Mill Dam; thence southeasterly along the face of said dam to its eastern termination; thence south twenty-four degrees to the southerly boundary of the Town of Stratford."

BRIDGEPORT AND VICINITY

All this territory was annexed to the first district of Bridgeport under the consolidation act, which had just gone into effect. "All that portion of the territory hereby annexed to the Town and City of Bridgeport lying southerly and westerly of a line drawn three hundred feet north and parallel with the north line of Old Mill road or street from the easterly boundary line of the City of Bridgeport to a point three hundred feet easterly of the east line of Mill Hill Avenue; thence southerly three hundred feet easterly of line of Mill Hill Avenue and of Union Avenue and parallel therewith to a point three hundred feet north of the northerly line of Connecticut Avenue as the same is laid out; thence three hundred feet north and parallel with the northerly line of said Connecticut Avenue to Bruce's Brook; thence southerly along the center of said brook" along the line between Stratford and Bridgeport to the same, was incorporated in the second district. All the territory lying north of the N. Y., N. H. & H. R. R. tracks was annexed to the fifth ward of the city and that south of said tracks to the sixth ward."

CITY MAYORS

The first mayor of the City of Bridgeport was Isaac Sherman, Jr. He was the son of Capt. Sterling Sherman, a master of a coasting vessel, later a partner of Daniel Sterling and Isaac Sherman. Isaac Sherman, Jr., was born in November, 1800; his father's residence stood on the northeast corner of Fairfield and Park avenues. As a youngster he learned the saddlery trade and continued in the business until 1837, when he met financial reverses. Isaac Sherman, Jr., was a whig in politics and was appointed postmaster of Bridgeport by President Harrison. After serving here he went to St. Louis, again taking up the saddlery business, and stayed there until the cholera epidemic broke out in that city in 1849. He started for Bridgeport immediately, but by the time he had reached Freeport, Ill., the disease struck him and he died May 22d of that year. He was buried in Mountain Grove Cemetery. A portrait of Mayor Sherman hangs in the City Council Chamber.

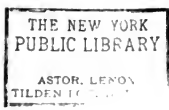
Following are the mayors of the City of Bridgeport in the order of their service:

- 1 Isaac Sherman, Jr.....1836
- 2 Daniel Sterling1837
- 3 Alanson Hamlin1838



ISAAC SHERMAN

First mayor of Bridgeport. Father of D. S., grandfather of Isaac L. and great-grandfather of Lester Sterling, now residing at Ashtabula, Ohio.



4	Charles Foote	1839
5	Charles Bostwick	1840
6	William P. Burrall	Part 1841
7	James C. Loomis	1841-44
8	Henry K. Harral	1845-46
9	Sherwood Sterling	1847-48
10	Henry K. Harral	1849-50
11	John Brooks, Jr.	1851
12	Henry K. Harral	1852
13	Charles B. Hubbell	1853
14	John Brooks, Jr.	1854
15	Philo C. Calhoun	1855-57
16	Silas C. Booth	1858-59
17	Daniel H. Sterling	1860-62
18	Clapp Spooner	1863
19	Jarratt Morford	1864
20	Stillman S. Clapp	1865
21	Monson Hawley	1866-67
22	Jarratt Morford	1868
23	Monson Hawley	1869
24	Jarratt Morford	1870
25	Epaphras B. Goodsell	1871-73
26	Robert T. Clarke	1874
27	Phineas T. Barnum	1875
28	Jarratt Morford	1876-77
29	Robert E. DeForest	1878
30	John L. Wessels	1879
31	Daniel N. Morgan	1880
32	John L. Wessels	1881
33	Carlos Curtis	1882
34	John L. Wessels	1883
35	Daniel N. Morgan	1884
36	Henry H. Pyle	1885
37	Civilion Fones	1886-87
38	Patrick Coughlin	1888
39	Robert E. DeForest	1889-90
40	William H. Marigold	1891-92
41	Walter B. Bostwick	1893-94
42	Frank E. Clark	1895-96
43	Thomas P. Taylor	1897-98
44	Hugh Stirling	1899-1901

45	Denis Mulvihill	1902-05
46	Marcus L. Reynolds	1906-07
47	Henry Lee	1908-09
48	Edward T. Buckingham	1910-12
49	Clifford B. Wilson	1912-16

STREETS

One of the first official acts of the city government of Bridgeport was the approval of a by-law relating to streets and highways within the city, the same having principally to do with obstructing the public highway in any manner. The first street commissioner appointed was David Nichols, but his duties were largely of a police nature. The council still held executive powers in this direction.

The only street laid out during the first year of the city's existence was a street connecting Main Street with the "East Bridgeport Bridge," which was later known as the East Washington Avenue Bridge. On June 6th the committee in charge of laying out the street made their report, stating that they had laid out the highway through the lands of Daniel Sterling, Elijah Burritt and Ira Sherman. Long and arduous proceedings were had in court later between Sterling and the city, the details of which are too cumbersome and of insufficient prominence to merit description here.

In 1841 Harrison Street came into existence. Many efforts had been made before to lay out a street along this route, but difficulties prevented the accomplishment every time. The deed, dated March 15, 1841, from Philo Hurd, George Keeler and Henry Dutton to the city describes the street thusly: "A certain piece of land situated in said City of Bridgeport, bounded north on Golden Hill Street, east on a line commencing at the northwest corner of a lot now owned by Henry Dutton and formerly owned by Phillip A. Cannon at said Golden Hill Street (now Washington Avenue) and running southerly to the western line of said Dutton's lot to the southeast boundary thereof, thence in the same direction cutting said Dutton's house lot to Beaver Street, southerly on Beaver Street, westerly by a line parallel to said eastern line and through the whole distance two and one-half rods therefrom, from Beaver Street to said Golden Hill Street, the same being hereby laid out as a public highway by the name of Harrison Street." The name was given in honor of William H. Harrison, who had just been inaugurated president.

On May 2, 1842, John C. Shelton petitioned for the "layout of

a public highway from Main Street to Noble's Bridge." This was evidently what is now East Washington Avenue, as the bridge mentioned was afterwards known as the East Washington Avenue Bridge. In September the road was accepted.

In 1844 the first part of South Avenue opened as a highway was accepted, this strip being between Broad and Lafayette streets. In September, 1848, Cannon Street between Broad and Courtland was made into a public street. This had hitherto been a public thoroughfare and building had begun on it, but not until 1848 did it become a bona fide highway. In 1852 quite a number of new streets were laid out and given the names of West Street, South Fifth, South Second, South Third, Little South Third, South Fifth, Sixth, Seventh, Eighth, Ninth, also several street extensions accompanied this work. However, these streets were never finished, principally because the mayor refused to approve of them. Had they been laid out their location would have prevented any future Seaside Park.

During these years the streets in East Bridgeport also came in for their share of attention. At a meeting of the council November 14, 1838, it was ordered that the streets of East Bridgeport be named as follows:

The east highway running from tide water north toward Old Mill shall be called East Street.

The next highway running from tide water toward Old Mill shall be called West Street.

The street running from Bridgeport Bridge to Benjamin's Bridge shall be called East Main Street.

The street running from East Street, crossing West Street to the barn of Benjamin Pilgrim and from thence south to tide water shall be called Sherwood Street.

The street between the house of Jabez Humphreys and James H. Moore, running east under the bank to Benjamin's Bridge, shall be called Benjamin Street.

The street running from Titus C. Mather's wharf east under the bank to East Street shall be called South Street.

According to the above East Street was what was later Pembroke Street, West Street later East Main Street and East Main Street Stratford Avenue. The other streets were below Stratford Avenue in the order named.

In 1854 Madison Avenue was laid out by the city, the petition for the same having been signed by Thomas P. Taylor and others and asking for a new road to intersect Harrah Street.

On June 6, 1859, the first step was taken toward placing street signs in the city. At the council meeting upon this date it was "Resolved, That the street commissioner be and is hereby directed to procure suitable sign boards, with the names of the streets painted plainly thereon, and place the same upon the corners of the streets of the city. Also have painted upon the glass of the lamps the names of the streets upon the corners of which they are located." J. B. Ayres got the contract for erecting the signs at 15 cents each.

Mayor Booth in his annual report of September 3, 1859, said: "Our city at the present time shows unmistakable signs of growth and prosperity in the future. A large number of first class dwellings are being erected in the city and suburbs. Several large, new factories have been established in and about our city, bringing with them hundreds of workmen. We now require from one hundred to two hundred dwellings to accommodate them. The growth of Bridgeport for the next ten years will be more in proportion than it has been since we were called a city and it is our duty to do all that we can to aid the same by laying out and opening streets. The city below State Street should be laid out and opened at once."

A special committee was appointed, to whom was referred the suggestion of the mayor, and who reported on September 13th "in favor of laying out all that part of the city west of Main Street and north of Washington Avenue, and all that part of the city south of South Avenue, into squares and opening and establishing grades of streets." This council did nothing more, but when the new administration came in and with it Street Commissioner Charles G. Brisco, things changed. One authority is responsible for the statement that Mr. Brisco has "the distinction of being the first street commissioner to make this department a source of revenue instead of expense to the city. The repairs and improvements of the streets of the city were vested in the town on the same footing as the other public highways. The town levied an annual tax for the care and repair of its highways and bridges, and its territory was divided into highway districts, the same being placed in charge of officials known as highway surveyors. The selectmen divided the highway tax collected in each district between these highway surveyors, who disbursed it in making such repairs on the highways in their respective districts as the safety of public travel required. The City of Bridgeport was a highway district, and as has been stated, that portion of the highway tax levied by the town on the grand list was paid into the city treasury as a highway fund for the repair of the streets, and the com-

mittee on streets and sidewalks was made into a committee of highway surveyors. The street commissioner's duty was the keeping of the streets in a cleanly manner and to execute such orders as the common council should give to him."

At this time the street commissioner, for the first time, learned how to make the sale of rubbish and refuse from the streets balance with the cost of hired labor. This was a very important step in the betterment of the municipality, even though in future years the work was not so successful.

In 1866 South Street was changed to Stratford Avenue and Church Street became Nichols Street. A short time later certain streets in East Bridgeport were given the names of Maiden Lane, Pierpont Street, Hallam Street, Cullen Street, Commercial Street, Goodwin Street, Berkshire Street, North Avenue, Asylum Street. Also Washington Avenue in the east district was changed to East Washington Avenue, Pequonnock Street was changed to Maple Street, Church Street to Court Street, Sterling Street to James Street and Coleman Street to Wood Street. The latter did not continue long, however, as the name Coleman was too significant. Some of the old landmark names which were changed in the early years caused disappointment later, for instance, in the case of King's Highway, or the Old Stage Road, which was changed to North Avenue.

From this time on the street department of the city was continually engaged in the laying out of new streets, planning others which failed to materialize, widening and extending those that existed, and attending to numerous other details which were incident to the laying out of the many new streets needed by the growing Bridgeport. A glance only is needed to the present day citizen to convince him that the streets of the city were well laid out and have been improved steadily through the years. The old lanes and avenues with their cherry tree borders and cobble stone gutters have disappeared before the march of progress which brought asphalt, brick, block and macadamized streets. The country dirt road has also disappeared from the vicinity, and in its place may be seen long strips of level pavement, polished to a glistening surface by the continual automobile traffic.

PAVEMENT

Closely connected with the laying out of streets and naming them as public highways is the improvement made in paving.

A special town meeting was held on September 13, 1859 "to take into consideration the propriety of McAdamizing Main Street, or repairing said street as the town may direct." At this time all care and repairs of the highways was vested in the town government excepting sidewalks, and the expense was paid by town taxation. The macadamizing of Main Street was the first street improvement that appears to have been attempted. Nothing definite was done at this time, but at a later meeting resolutions were made which were designed to give the control of the streets of the city, so far as their expense and improvement were concerned, to the council. The highway tax laid by the town was to be divided in the proportion which each district paid, and that part levied on taxable property within the city limits was to be turned over to the city treasury to be expended on the streets of the city as ordered by its council. The part of Main Street to be improved was that between Beaver Street and Washington Avenue. About the first of January, 1860, action was taken whereby the city for the first time had full control of its streets, but without power to obligate the city for street improvements. By the end of the municipal year some work had been done on Main Street, but so many legal technicalities and other hindrances came up that little progress could be made.

On October 5, 1868, the McNeil Brothers petitioned for the paving of Water Street from South Avenue to the railroad depot. The matter was referred to a committee which later reported that such a pavement was sorely needed. They included in their investigations the Nicholson, Belgian, Russ, Cobble and Macadam pavements, favoring the first and last named. The new charter of the city, which went into effect the first of July that year had given to the city the care and repair of its streets, but there was no provision made by which any part of a street pavement could be assessed upon adjoining property owners. For this reason no further report was made during the municipal year. In 1870 the question of paving Water Street again came before the council, but again no definite action was taken. In May, 1871, the council once more discussed the subject and ascertained the prices of various kinds of pavement. Broadway stone pavement was found to cost \$6 per square yard, Belgian pavement \$4 to \$4.50, Russ the same, Wood the same, Macadam \$2 to \$2.50, depending upon thickness. The council finally decided upon a type of pavement known as the Telford-Macadam, an improved macadam, and in 1872 the pavement was laid on Water Street from Wall to Bank Street. Over six thousand dollars was expended for stone crush-

ers and steam rollers with which to accomplish the work. However, the task once completed it proved a total failure. The quality of stone used, which was inferior, the continuous excavations for sewerage and repairs soon caused Water Street to be in as bad condition as before the pavement was laid.

On April 15, 1872, several business firms on Water Street petitioned for another pavement on Water Street from Beaver Street to South Avenue, this time to be with Belgian or granite blocks. By the end of the year the pavement had been laid at a total cost of over fourteen thousand dollars. The material was known as the Telford pavement. In 1873 the same material was ordered for Main Street from State Street to Fairfield Avenue.

On September 1, 1873, Lewis S. Blakeman petitioned for a cobble stone pavement on Franklin Street, from Main Street to Washington Avenue. On December 5th the commissioners reported the completion of this work at a cost of about three hundred dollars. Bank Street was paved with cobble stones in 1877; this was the best pavement which had been laid in Bridgeport up until this time. By 1882 stone block pavements were being laid on Main Street, showing that this type had superseded the old Telford-Macadam street surface, which under traffic had not stood the wear. Stone block pavements on Wall Street and Fairfield Avenue were also before the council. Pavement was also laid on Middle Street about this time.

In 1886 the city adopted a policy of top dressing the streets of the city with trap rock, thus giving them an even surface. Asphalt streets first made their appearance in 1898, when this material was laid on Fairfield Avenue from Courtland to Park. The same year Main Street was similarly treated from Congress Street to East Washington Avenue. A pavement known as Warrenite has recently come into favor and many streets are being covered with this preparation. Wooden blocks are frequently used upon the main streets, as they give excellent resistance to the wear and tear of traffic.

SEWERS

Probably the first attempt at constructing a sewer in Bridgeport was made back in the old borough days, when some effort was made to carry water from the swamp, which covered a large part of the present first ward. The council at a meeting held May 6, 1839, passed a resolution to apply to the General Assembly for a public act conferring upon the city additional powers for draining lands. The

health of the population here then was considered in danger on account of the large amount of stagnant water which stood in the swamp. Such an act was passed by the General Assembly.

A committee was appointed "to report the practicability of draining the low ground in the rear of Mott, Burr & Company's carriage manufactory." This carriage factory consisted of a wooden building on the north side of State Street just west of Broad Street, extending in the rear toward John Street. A drain, simply a "blind ditch," had been in existence for several years, following the natural water course which emptied into Baker's Pond. The swamp ground which had to be drained was bounded as follows: on the north by Beaver Street; on the east by Broad Street; on the south by State Street, and on the west by Courtland. To drain this area the old ditch was inadequate, consequently a new one was recommended. This was duly accomplished, the new drain running easterly from the swamp, across Broad Street, through Bank Street crossing Water Street, and emptying into the harbor.

On March 27, 1854, the city council passed the following: "Ordered, That Aldermen Lounsbury and Tomlinson be a committee to construct a sewer from the termination of a sewer near the new jail, through the lands of E. J. Staples, Main and Water streets, Stephen Silliman, the Atlantic Iron Works and the New York & New Haven Railroad Company to the harbor." This sewer was evidently designed to accommodate the new jail on Broad Street. Like many other matters before the council at this time, the order was changed back and forth and then laid on the table for a period.

On August 14th Ira Gregory and others petitioned the council for the opening of the old drain or sewer and requested the call of a city meeting. This meeting took no action, but later a committee was appointed to make assessments upon land owners who would be benefited by the sewer. This committee was shortly afterward discharged for an unknown reason. On September 25th the council appointed D. H. Sterling, Charles Foote and T. P. White as a committee "to assess benefits to proprietors of lands who are specially benefited in the construction of a sewer near the new jail through Baker's Pond, so called." This committee presented the following report on the 29th:

"The committee who were appointed to assess benefits resulting from the construction of a sewer from near the new jail through South Avenue to the harbor, reported that they do find the separate

property owners along the line of said sewer to be benefited as follows:

"Daskam & Beardsley, \$15; Orrin Tuttle, \$30; C. B. Middlebrook, \$20; R. Tomlinson, \$25; N. Y. & N. H. R. R., \$50; Town of Bridgeport, \$50; Atlantic Iron Works, \$180; Stephen Silliman, \$175; Ira Gregory, \$25; George Everson, \$30; E. J. Staples, \$150; S. Lounsbury, \$125; total, \$875."

This report was accepted by the council.

This was the first public sewer constructed and also the first assessment upon property owners for a sewer. The jail was undoubtedly the cause of the construction of the sewer in the first place, consequently when the council started to collect the assessments from the property owners they found difficulty immediately. Not a little time was spent in getting a portion of the money which had been assessed.

On May 2, 1859, a petition signed by a number of citizens was brought before the council asking for the construction of a sewer from Courtland Street through Cannon Street to Main, through Main to Beaver, and thence through Beaver Street to the harbor. On the 16th the council met again and decided to appropriate \$2,000 for the building of this sewer. It was to be built of "cement and brick, egg shaped and 5 feet high, 3 feet wide in the clear to Broad Street, and from thence to Courtland Street to be of stone 4 feet high and 2½ feet in width in the clear, the whole to be on a grade of 3 inches to the 100 feet."

By a vote of the council the resolution to appropriate the money and build the sewer was defeated by thirteen to eight. A committee was then appointed to investigate the laying of a sewer from the harbor to Courtland Street. "This committee was composed of two members who approved of a sewer being constructed forthwith, and three who had voted adversely. But it ought not to be construed that they were opposed to draining the swamp and affording relief to that section, but they were averse to saddling a heavy expense upon the city treasury. The subscription of \$1,500 (which had been offered) in addition to the \$2,000 appropriated by the city meeting would meet at the best but a little over one-half of the cost of construction. The remaining portion would have to be raised by an assessment on property specially benefited, and in levying assessments of this character at that time committees were more strict in conforming to the abstract justice of individual cases than in subsequent years. It was not theoretically assumed that every foot of

property was specially benefited in front of or through which a sewer passed. Neither was it believed that owners of land which naturally drained into the camp would be specially benefited by its being promptly conducted to the harbor. Those who were specially benefited were those whose property lay in the swamp itself, and to saddle upon these this \$3,000 or more would at that time have been considered an onerous burden." Nothing definite was done by the council.

There were several petitions presented during the years 1862 and 1863 in relation to sewers. Outside of a surface drain at the foot of Bank Street nothing else was done. The expense was too great in the estimation of the citizens.

On April 25, 1864, Charles S. Banks and others petitioned the council for leave "to build a sewer from Harrison Street to the harbor through Beaver Street." This sewer fared better than its predecessors. It was constructed and was the second one in the city. Again the property owners who had been assessed refused to pay their dues, a fact which placed a great obstacle in the way of further sewer construction. A sewer in State Street from Water Street to the old drain west of Broad Street was proposed and ordered in 1864, also petitions were made for sewers from the foot of Bank Street to the water, one in South Avenue, one in Wall Street from Main to the harbor, one from the foot of State Street up State to Broad Street, on Broad to John, up John to Courtland Street, one from the foot of Bank Street along Water Street to the State Street sewer, one on State to Division Street. All of these were authorized by the city council.

In July, 1866, a sewer in Main Street from Beaver to Wall Street was proposed and ordered, also the assessments made. In this year also a sewer was constructed in Cannon Street.

In this manner the building of sewers had its start in the City of Bridgeport. Many years were consumed in obtaining this start, owing to the depleted condition of the city treasury and the objections of the citizens to assessments, but the rapid growth of the population soon necessitated the building of more and more sewers in order to safeguard the health of the people. The task once started, it became at once the most important business of the council. The number of sewers proposed mounted high, too high for description here, but the splendid sewerage system of the city at the present time, in both sanitary and storm types, tells the story of progress and work in this direction in plain words.

CHAPTER VII

THE GOVERNMENT OF BRIDGEPORT (Continued)

FIRE DEPARTMENT—POLICE DEPARTMENT—WATER AND LIGHTS—GAS—
ELECTRICITY—FIRST TAX LEVY—THE CITY CHARTER—CITY COURT
—SENATORS—REPRESENTATIVES.

FIRE DEPARTMENT

Description of the early fire departments of the Village of Newfield and the Borough of Bridgeport has been given in the chapters dealing with those subjects. When the borough became a city an inventory of the fire department was taken with the following result:

“Three engines with apparatus thereto belonging. Also the hooks and ladders and other apparatus used by the hook and ladder company. One clock, formerly called the borough clock, situated in the belfry of the North Congregational meeting house. Also one stove.”

A new fire department was then organized by the city, which organization consisted of the bucket brigade and fire wardens, also a chief engineer. The department still remained a volunteer one, the members to receive so much per fire. The various engine and hook and ladder companies were placed upon a new basis; fire limits were drawn and new restrictions placed upon building operations within these limits. In 1838 a lot between the South Congregational Church and the Baptist Church was purchased and an engine house erected thereon, in which Engines Nos. 2 and 3 were housed. Previous to their removal these engines had been kept in a small shed on the east side of Water Street below State Street. Shortly before the year 1845 the creditors of the city threatened to levy upon the fire apparatus of the city and to save the situation the whole department was sold by the city to the Town of Bridgeport for \$1,249.09 and leased from them for \$75 per year. It was afterward bought back from the town on money which had been borrowed.

The fire department of Bridgeport, up until 1847, was purely of

volunteer character. In that year a slight change was made, due to a plan advanced by R. B. Lacey for a reorganized department. The state legislature in May, 1847, passed a new military law abolishing the militia system and giving compensation to members of uniformed companies. This meant that the by-laws of the city and the status of the department would have to be changed or else the fire department itself would disintegrate. The city was accordingly divided into four wards, also created a board of engineers, consisting of a chief engineer and eight assistant engineers, two from each ward. The duty of this board, which was appointed by the council, was to "audit all accounts against the city relative to the fire department, to cause all by-laws of the city relative to fires to be carried into effect, and to organize the firemen into engine, hook and ladder and hose companies." In fact they had full control of the department and companies forming it. This system prevailed until the establishment of a paid department in 1872.

The department in 1867 had the following apparatus: Steamer D. H. Sterling, No. 1; Steamer Protector, No. 2; Fountain Hose Company, No. 3; Hook and Ladder Company, No. 4; Steamer Excelsior, No. 5; Americus Hose Company, No. 6; Wheeler & Wilson Steamer Seamstress (Independent); and Seamstress Hose. The Sterling Steamer had been purchased in 1864, with horses, house, etc., for \$3,500, the total cost being \$11,746.24; two others, namely, Protector No. 2 and Excelsior No. 5, were bought in 1865. This was the first modern machinery added to the department and with it were to come modern methods.

In 1854 a contract was made with the Bridgeport Water Company for the use of fire hydrants. The water company was to furnish all the water needed by the city for extinguishing fires, also erect and maintain any number of hydrants needed, all for a reasonable price. On June 18th, after the contract had been discussed and adopted, the water company presented its first bill to the city, for forty-six hydrants and setting at \$30 each and water rent from March 1st to September 1, 1855, amounting to \$750.

In 1872 began the paid fire department and ended the volunteer system. On May 1st of that year the fire commissioners reported "in compliance with a vote of the council instructing them to present for their consideration a plan for a paid fire department," submitted the following:

"Organize the department into a force of seventy men made up as follows:

"Chief engineer, 3 assistant engineers, 3 steamer engineers, 6 drivers for steamers, hose carts and hook and ladder truck, 54 hose and hook and ladder men, to be organized as follows:

"Steamer No. 1: 1 engineer, 1 fireman, 2 engine and hose drivers, 8 hosemen, in all 12 men; 2 horses for steamer, 1 horse for hose cart.

"Steamer No. 2, same as No. 1.

"Hose Carriage No. 3: 10 hosemen, carriage drawn by men.

"Hook and Ladder No. 4: 10 hook and ladder men, the truck to be drawn by one horse.

Steamer No. 5: 1 engineer, 1 fireman, 1 engine driver, 8 hosemen.

"Hose Carriage, No. 6: 10 men, carriage to be drawn by men.

"We recommend that the Hook and Ladder No. 4 be drawn by one horse. This would save the expense of ten men, which would be at least five hundred dollars per year, while the keeping of one horse would not exceed three hundred dollars.

"We also recommend that a hose reel or jumper be purchased for No. 5, to be attached to and drawn with the steamer.

"We also recommend that a hose cart similar to the one belonging to Steamer No. 1, to be drawn by one horse, carrying 1,000 feet of hose, be purchased for Steamer No. 2, located in the East District. This is rendered necessary by the scarcity of hydrants in that section of the city.

"The annual cost to the city of the following plan would be as follows as nearly as we can estimate: salary of chief engineer, \$400; 3 assistant engineers at \$100 each, \$300; 3 steamer engineers at \$250 each, \$750; 3 firemen for steamers at \$125 each, \$375; 3 drivers for steamers at \$600 each, \$1,800; 2 hose drivers at \$120 each, \$240; 1 hook and ladder driver, \$120; 54 hook and ladder men at \$50 each, \$2,700; 9 horses at \$200 per year, \$1,800; fuel and gas, \$500; incidental expenses such as repairs, oil, waste, etc., \$1,500. Amount of gross expense, \$10,485; deduct for work on streets of 6 teams, 200 days each at \$3.50 per day, \$4,200. Net expense, \$6,285.

"In estimating the number of men and the arrangement of the several companies we have adopted mainly the system now in successful operation in Hartford and New Haven. We believe that the force and arrangement here proposed would form a compact available and efficient fire department.

"S. W. BALDWIN,

"W. R. HIGBY,

"J. B. ATHERTON,

"MARTIN SYKES."

This ended the volunteer fire department of Bridgeport which had been in existence for seventy-five years. The outgoing department was officially thanked for its services "in battling and checking all fires which raged within our limits." C. A. Gerdenier, who had been chief since 1869, was retained as head of the new system, with Joseph S. Reed, Joseph King and Hugh Lawton as his assistants. The roll of the members of the different units follows:

Steamer No. 1: Engineer, Jesse Duncomb; assistant, Lewis Hoyt; driver, William Timpany; hose, E. Finnegan, foreman, Harry C. Roff, Alfred T. Bailey, George D. Michalis, W. C. Churchill, John Stevens, David Crow, Bernard Eberhard, hosemen.

Steamer No. 2: Engineer, John Keppy; assistant, David M. Conger; driver, Michael Garry; hose, Frank P. Lawton, foreman, A. S. Hunt, A. E. Hunt, D. F. Murphy, E. H. Jones, Charles E. Killenbeck, F. H. May, John H. Killenbeck, hosemen.

Hose No. 2: Foreman, M. B. Brundage; hosemen, C. H. Brotherton, Stiles L. Smith, Horace B. Stoddard, Henry C. Beers, Owen Keenan, James Burgess, George Cotes, Hosa Napa, Charles Hurst.

Hook and Ladder No. 4: Foreman, D. Holden; laddermen, C. S. Powell, S. H. Whiting, G. E. Brown, E. A. Stoughton, H. E. Avery, W. H. Card, D. McCoune, T. Yates, J. A. Dainty.

Steamer No. 5: Engineer, William Delaney; assistant, Joe Hotchkiss; driver, William Crow; foreman, J. H. Partridge; hosemen, G. W. Campana, David Jack, E. Riley.

G. O. Stagg, C. Barnum, G. Wellington and William Wellington were shortly afterward appointed hosemen on No. 5 and F. Taulman as ladderman on No. 4 to take the place of Stoughton, resigned.

In the year 1872 a fire alarm telegraph system was installed in Bridgeport at a cost of \$10,000. Forty-two call boxes were connected with this system. There are 274 alarm boxes. In 1896 there were six steam fire engines, houses and land, two hook and ladder companies; at the present time the companies are located as follows: Steamer No. 1, 248 John Street; Steamer No. 2, 481 Crescent Place; Steamer No. 3, 167 Norman Street; Steamer No. 4, 186 Madison Avenue; Steamer No. 5, 268 Middle Street; Steamer No. 6, 1184 Barnum Avenue; Steamer No. 7, 575 Bostwick Avenue; Steamer No. 8, 566 Newfield Avenue; Steamer No. 9, 452 Lafayette Street; Steamer No. 10, Putnam Street, near East Main; Auto Chemical No. 1, 268 Middle Street; Chemical No. 2, Maplewood

Avenue; Hook and Ladder No. 1, 167 Norman Street; Hook and Ladder No. 2, 268 Middle Street; and Hook and Ladder No. 3, 1184 Barnum Avenue.

In 1903 the Gamewell telegraph system was installed. For some years the department had not had the use of its signal system, owing to a suit brought by the Municipal Signal Company for infringement of a patent. With the establishment of the new system the suit was dropped.

POLICE DEPARTMENT

In the borough days there was little need for a policeman, although there existed a public watch, which person was vested with the powers of safeguarding property and arresting any person disobeying the law. After the borough became a city, to be exact, at a city meeting held January 7, 1837, a by-law was approved "relative to a city watch." The council was authorized and empowered to cause a watch to be kept in the city from time to time and for a length of time deemed necessary for the safety of the city.

At a council meeting November 25, 1844, it was "Resolved, That a city watch is hereby constituted and authorized to act at the expense of the city." This is the first reference in the city records of the employment by the city of a watch. The night watch which had hitherto existed was simply a voluntary service. Dwight Morris and S. M. Middlebrook were constituted watch wardens, the forerunners of the present police commissioners. They had the power to employ a suitable number of persons to guard the city against thieves and to turn in fire alarms.

On May 6th, in the year 1848, the council appointed Alden Burton and Ezra Kirtland as special constables. This office corresponded more to the future police than the city watch. The council also instructed the mayor to continue the watch until otherwise directed, also to procure some suitable building for a watch house. This house, or "police station," was established in the cellar of a brick building on the north corner of Bank and Water streets. From this time on the city had an established night force. The police headquarters were later established in the basement of the city hall building.

On September 3, 1851, an order was passed appropriating "\$3 addition to E. Bouton, E. Hodge and A. Gunn as city police, who were on extra duty." This is the first reference to city police,

although they were in fact only special constables. Under the charter the city was allowed fifty special constables, but as late as 1861 there were only thirty-eight. The city records invariably speak of the watchmen as police even though in a technical way they were not.

The city court, as such, was created by the legislative act of 1868, when a new charter was given to Bridgeport. Prior to this there had been a city court, functioning under a recorder and assistant recorders, but the new city court was held under a judge and deputy judge. The city court only had civil jurisdiction when the matter in demand did not exceed \$500 and one of the parties resided within the city limits.

It was provided in the new charter that the first common council elected and organized under its provisions should at its first meeting elect four persons to be known as police commissioners. At a meeting held April 15, 1869, E. E. Hubbell, George E. Wheaton, John Knowles and H. R. Parrott were elected as the first police commissioners.

On April 26th the council adopted an ordinance relative to the police force. Under this ordinance the police force was to consist of a chief of police, a captain, two sergeants and not less than ten or more than twenty men. There was also to be appointed a special police force of not less than ten or more than thirty policemen. The salary of the chief was fixed at \$100 per month; captain, \$80; sergeants, \$75; each regular, \$75; and each special, \$2.50 per day while doing actual service. It was provided that the then existing night watch and special constables should hold their respective offices until noon of the first Monday in May, 1869, and until a chief, captain and policemen were duly nominated and appointed. This was the start of the present capable and efficient police force of the City of Bridgeport. The personnel of the first department was as follows:

Captain, John Rylands; first sergeant, Thomas C. Niblo; second sergeant, Albert Gardner; patrolmen, George Arnold, William Coupland, Nicholas Byrnes, Charles E. Canfield, John Dinon, Bernard Farrell, William R. Galpin, Peter Haefner, Patrick Harty, Addis E. Payne, Stiles Smith and David S. Thorp. The following special policemen were named: R. H. Marvin, Jesse S. Duncomb, Moses H. Wilson, James Bennett, John T. Cogswell, J. L. Bebee, Thomas Garry, S. N. Hayes, Legrand Stratton, Charles Banks, George Hill, H. P. Warner, C. H. Newton, D. R. Waters, C. B. Mills, Henry Stratton, Henry Lockwood, Joseph A. Wheeler, Philip Don-



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In 1894 the office of chief of police was changed to that of superintendent of police. In 1896 a contract was made with the National Electric Manufacturing Company of Milford, Conn., for the installation of a police signal system. In 1900 the bicycle department was added, which has been developed into one of the features of the present day police force. Now motorcycles are used, whereas at the start the officer had to do the pedaling. In 1900 the force consisted of a superintendent, detective-sergeant, captain, lieutenant, three sergeants, patrol driver, matron and forty-six patrolmen. Headquarters were in the basement of the city hall, where they remained until the construction of the \$125,000 building on Fairfield Avenue in the year 1900, the same for the accommodation of the police department and the department of charities. There are also stations in the second, third and fourth precincts.

Today the police force of the city consists of the following: Board of police commissioners (four men); one superintendent; four captains; ten lieutenants; fifteen sergeants; nine doormen; one matron; one court officer; two truant officers; one clerk; one stenographer; one liquor and dog agent; three chauffeurs; and 183 patrolmen.

WATER AND LIGHTS

Perhaps the first effort to supply water to the people of this community was made about the year 1818 by Rev. Elijah Waterman, the pastor of the Congregational Church. He lived on Golden Hill and owned the entire front of the hill west of his residence as far as Washington Avenue. On the west end of his property were located several springs of excellent water, which had been well known to the Indians when they occupied the land. Other wells of good water in the village were owned by Robert Linus and Capt. Stephen Burroughs. It happened, now, at this time, that vessels coming into the harbor were often in need of water and consequently expected to obtain it here. Linus and Burroughs agreed to supply the ships with water, for a certain price per cask. This seemed to Waterman to be an unfair method, so he cleared out his springs and deepened them, then laid wooden pipes, roughly constructed, through Main and Water streets, ending in a trough on the west side of Main at Cannon Street. Upon this trough he erected a sign reading "Public Water."

In 1823 Lewis C. Segee bought out Waterman, enlarged the springs, and continued to supply "public water" until 1848, when he sold out to C. B. Hatch of New York City.

The court of burgesses in the old borough, on September 17, 1822, granted permission to Reuben Tweedy, Smith Tweedy and Lemuel Hubbell to place logs or pipes underground for the purpose of conveying water in the borough. This was probably the pioneer Bridgeport Hydraulic Company. At the May session of the General Assembly the Bridgeport Golden Hill Aqueduct Company was incorporated. Permission was granted to "Jesse Sterling, Stephen Hawley, Seth B. Jones, Zilba Northrop, Nickols Northrop, Edwin Porter and George Kippen, and all such persons as are or may be from time to time associated with them for the purpose of conducting pure and wholesome water into, in and about the Borough of Bridgeport by means of subterraneous pipes laid along the streets of said borough."

On July 6, 1852, T. H. Barnes and others petitioned the council of the city to blast rocks. This was for the purpose of making a well or spring, on the south side of Golden Hill. On August 2d it was "Ordered, That a company to be formed to bring water into the city have the privilege of laying pipes in the streets of said city under the direction of the committee on streets." This foretold the formation of a company and not a revival of the Golden Hill Aqueduct Company. On September 6th it was again "Ordered, That Thaddeus H. Barnes, Charles R. Hatch, their heirs, executors, administrators and assigns, be and they are, hereby authorized to dig and excavate in and through the streets of the city for the purpose of relaying, repairing and extending the pipes connected with their water works on Golden Hill." The common well had become far inadequate to supply the needs of the growing Bridgeport and this attempt to carry water systematically from the Golden Hill Springs was the first under the city government.

On March 7, 1853, Nathaniel Greene presented a petition to the council relative to supplying the city with public water. It was referred to a committee. Greene, who was the agent for the Pequonock Mills, had a year previous to this time advocated a scheme of pumping water from the pond to a reservoir, thence to conduct it to the people. This committee on April 18th reported resolutions for giving the right of supplying water to Joseph Battin and N. C. Whiting, but the committee of investigation reported unfavorably to this. The sole right had been given the previous year to T. H.

Barnes, but the water which his limited springs could give was not enough for the city. Another proposition was presented by Nathaniel Greene and also one from N. C. Whiting. The committee reported on May 5th and recommended that the application of Whiting be withdrawn and that of Greene be accepted. Greene's proposition was as follows:

"The undersigned proposes to supply the City of Bridgeport with an ample supply of pure water in the following manner and on the following terms and conditions:

"The source of supply is from the Pequonnock River. The water to be taken from the Factory Pond at the Payne's Mills. The prior right to draw all the water required for the use of the city from the pond and its sources shall be conveyed to the water company free of all encumbrances, and also so much of the land as will be required for pipes, pumps and an independent steam engine and boilers, also for a distributing reservoir of about two acres.

"A Cornish engine and boilers shall be set up belonging to the water company, with pumps complete.

"The factory dam to be straightened in the manner described by Daniel Marsh in his report to me on file in the office of the city clerk.

"The waterway is being constructed in the most thorough and substantial manner of cut granite, laid in hydraulic cement on the plan of the Croton Dam, and the whole equally firm and reliable.

"The distributing reservoir is to cover an area of two acres, divided into two sections. It is to be placed on the hill lying north-west of the factory and belonging to the Payne's Mills. The walls will be of stone properly laid up and secured by canal puddle, and the floor of the reservoir will be of stone and cement.

"The main pipe $2 \frac{1}{3}$ miles to Beaver Street is to be laid with twelve and fifteen inch pipe, the remaining portions of the pipe eight, six and four inches, as may be required by the locality. Distance about seven miles, making in all about nine miles of pipe.

"The head of water being about one hundred and ten feet above high water, it will insure an abundant supply to all parts of the city, and in all but the highest parts will throw a jet into the open air of sixty feet high.

"The water shall be supplied to the city and its inhabitants now or hereafter at as cheap a rate as any other city shall be supplied by individuals or private corporations.

"The company will furnish fire hydrants in such places as may

be directed by the city government, and will keep them in order and always supplied with water and ready for service, the city paying the cost of putting down any that are ordered before the line of pipe upon which they are to be placed are laid. If ordered before the company will place them and the city shall pay for their use at as cheap a rate as paid by any other city supplied by individuals or private corporations.

"The capital is fixed at \$160,000 in shares of \$25 each, and books will be opened for citizens to subscribe such amounts as they may choose, and the city shall have the privilege of taking the stock at any time during the first five years by paying an advance of 10 per cent upon the capital.

"The city shall give me and such persons as I may associate with me, or any company to be hereafter incorporated, or they may assign to, the sole and exclusive right subject to the legal rights of any other person or corporations now existing, of laying down pipes in the streets, highways and avenues of said city for supplying the city and inhabitants with water so long as a full and pure supply is furnished.

"The streets, highways and avenues, after laying or repairing pipes, are to be left in as good condition as when broken up.

"The work shall be completed by the first of December next.

"NATHANIEL GREENE."

It is true that the sole and exclusive right of the Bridgeport Hydraulic Company to supply the City of Bridgeport with water and lay their pipes in the streets of the city is predicated upon this agreement with Nathaniel Greene dated May 5, 1853. Greene's proposition was accepted with the proviso that he furnish water as agreed, both in quantity and quality. Peter M. Thorpe was president of this Bridgeport Water Company, with Nathaniel Greene the "power behind the throne." This constituted the first public water company in Bridgeport, but like many of the other pioneer enterprises associated with the city, it was doomed to failure. Much money was lost by those interested. Bonds to the extent of \$90,000 were issued and, being unable to redeem them, the company was sold out. A new company came into control of the franchises and works for a very low sum, still retaining the rights of the old company.

The new owners of the water company organized in the year 1857 under the name of the Bridgeport Hydraulic Company. This name has been retained until the present time. The policy was changed

somewhat, which resulted in friction between the company and the public. Nathaniel Greene still remained a director of the company, but held no office. The methods of control used by the Hydraulic Company were not conducive to harmony with the city and repeated efforts were made by the council to purchase the plant and change it to municipal ownership. The people were against buying the franchise, however, and the sale could never be made. The company also found difficulty in constructing new reservoirs and keeping their water supply pure. The main difficulty was to supply enough water for the increasing needs of the city.

On March 10, 1866, a new company was chartered by the state legislature and named the Citizens' Water Company. The officers of this corporation were: I. de V. Warner, president; James Staples, secretary and treasurer; I. de V. Warner, James Staples, H. A. Beardsley, D. F. Hollister, H. N. Beardsley, L. P. Warner and P. T. Barnum, directors. After organizing this new company located their reservoir and dam on Mill River, in Easton, and immediately connected the city with their plant. The work of piping and forming plans continued until November, 1887, when the company was consolidated with the Bridgeport Hydraulic Company. P. T. Barnum had been president of the latter company from 1875 until 1885 and under his capable direction the plant had been improved and the water supply made more regular. William D. Bishop was the president of the company at the time of the consolidation. After the consolidation the work of further improvement began and progressed rapidly. The additions and changes were large and expensive. New reservoirs have been constructed from then until the present day and all the sources of contamination removed. The last nuisance of this sort was removed in July, 1886, when the water company purchased the franchise of the Fairchild Paper Mill. Bridgeport's water is now of excellent quality and is supplied in great and sufficient quantities; it has stood the most stringent laboratory tests and is without disagreeable taste, which is the case with so many other pure water supplies. The health of the community is proof of its excellence. The officers of the company in 1916 are: DeVer H. Warner, president; Walter S. Wilmot, treasurer; Albert E. Lavery, secretary; Samuel P. Senior, vice president and engineer.

At the May session of the General Assembly of 1849 "R. B. Mason, W. P. Burrall, Philo Hurd, Hanford Lyon, Horace Nichols and Henry T. Huggins, with such other persons as shall associate with them for the purpose," were constituted a corporate body by

the name of The Bridgeport Gas Light Company, for the purpose of manufacturing and selling gas and "to use for that purpose resin, coal, oil and other material or materials, and to furnish such quantities of gas as may be required in the City and Town of Bridgeport for lighting streets, stores, buildings or other purposes." The capital stock was \$75,000, with the privilege of increasing it to \$200,000. The corporators of the company were given the usual privileges extended to a corporation by a city. A contract between the company and the city was made in 1851, wherein lamp posts were placed on Main Street, Water Street, State Street, Beaver Street and Golden Hill Street, twenty-six lamps in all.

This was the first attempt at lighting the city at the public expense. All that had been done previously had been accomplished by private subscription. Gas proved to be very popular in Bridgeport and not many years elapsed before it was quite generally used. The company has extended its pipes through almost every street in the city and supplies thousands of consumers with a good quality of gas for heating, cooking and lighting purposes.

The officers of the Bridgeport Gas Light Company at the present time are: DeVer H. Warner, president; F. M. Travis, vice president; Ralph I. Munson, secretary; George W. Roberts, treasurer; Charles M. Gerdenier, superintendent.

The plant was first located at 440 Housatonic Avenue and at the time the gas was used for light only. About 1900 it began to be used for fuel largely. The mantel lights were introduced in 1895, and light was produced by heat, rather than by the lighting power of the gas. A new gas called "cooking" gas was then made, which develops very high heat. The first gas ranges were used about 1899.

A company known as the Citizens' Gas Company was organized in 1895 and established a plant on the corner of Howard Avenue and Spruce Street. This company started to produce a gas of low candle power, an unpurified gas for heating and manufacturing purposes. In 1901 the company was consolidated with the Bridgeport Gas Light Company, the latter buying the assets of the former. The producing plant now occupies a whole block, bounded by Howard Avenue, Worden Avenue, Spruce Street and Pine Street. There are 242 miles of gas mains in Bridgeport and vicinity.

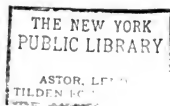
The Bridgeport Electric Light Company was incorporated in 1884 and its plant located on John Street. Shortly after the incorporation of the company the city made a contract with it for the lighting of certain streets and accordingly the first electric lights



THE BURR MANSION, FAIRFIELD



FAIRFIELD FRESH AIR HOME FOR CHILDREN



used on the streets of Bridgeport were switched on February 9, 1885. By 1898 there were 399 lights in the city operated by this company.

Shortly after this, the United Illuminating Company superseded the Bridgeport Electric Light Company, and in 1902 contracted with the city for electric street lights. By 1904 there were 508 lights installed under the terms of this contract. There were also over four hundred Welsbach single burners, for gas, used as street lights. The contract with the United Company for electric arc street lights was completed in 1906. On July 1, 1916, there were 854 arc lights, 805 Tungsten electric lights and 292 White Way lights. The expense to the city for municipal lighting for 1915-16, fiscal year, was \$78,933.84.

Among the first by-laws adopted by the city was that one "relative to public lamps and lights in the City of Bridgeport." The council was given the power and authority to cause these lamps to be erected. The borough had erected several at different times and paid for them at private expense. It is presumed that these were turned over to the city when the borough government was abandoned.

FIRST TAX LEVY

At a city meeting held November 11, 1837, for the purpose of approving by-laws, one relative to the mode of taxation was presented, read and approved, and a motion was also made and carried "that the clerk of the city be authorized to contract with the proprietors of the Bridgeport Republican for the publishing said by-law according to the law of this city." This by-law stated that within ten days after it became operative, "and annually thereafter in the month of September, the Court of Common Council shall appoint two or more, not exceeding five, judicious freemen of this city, Assessors, whose duty it shall be to make assessments and valuations of all property within the limits of the city owned by persons on the first day of October in each year liable by law to be taxed, and to complete the list of each individual in the manner as is now or may hereafter be by law required by the assessors of the several towns of this state." They were to enter on the list of each individual "each particular kind of property such person may possess," and "lodge the same in the office of the city clerk on or before the first day of December of each year."

On December 7th the council appointed as assessors under the

foregoing by-law, Abijah Hawley, Daniel O. Wheeler and Ira Sherman. A board of relief was appointed also, consisting of Reuben Tweedy, Jesse Sterling and John Brooks. The first tax was for two cents on the dollar.

In this connection it may be interesting to append the grand list of the City of Bridgeport for stated intervals from 1850 until the present time.

1850	\$ 2,798,700
1860	7,998,442
1865	9,069,020
1870	12,139,873
1875	12,549,274
1880	11,626,267
1885	15,730,834
1890	24,012,457
1895	56,848,056
1900	62,906,222
1910	89,834,601
1916	139,689,840

The net debt of the city on April 1, 1917, was \$5,703,835.97. This is an increase of almost two million dollars over April 1, 1916. Also, on April 24, 1917, bonds amounting to \$3,575,000 were issued for the further improvement and development of the city. The taxes for the fiscal year ending in 1915 were: First district, \$884,658.71; second district, \$1,117,038.43. The total amount of revenue for the two districts was \$4,514,811.69.

THE CITY CHARTER

The city charter was given to the City of Bridgeport for the first time in the year 1836, but since this time so many changes have been made that it bears little resemblance to the original. As it was then it constituted the mayor, aldermen and common councilmen to be a court of common council. This Court of Common Council was to consist of a mayor, four aldermen, and not more than twenty common councilmen, a city clerk, treasurer, and two sheriffs, who were to be elected on the first Monday in October, at an annual city meeting, all except the mayor to hold office till their successors qualified, and the mayor to do the same "unless removed by the General Assembly."

This was the method of government for nearly twenty years. In 1873 the number of aldermen had increased to six and there were eighteen councilmen, six from each of three wards. In 1885 the council was divided by charter amendment into two boards, which were to meet and act separately. The city was divided into six wards and one alderman and three councilmen were elected annually from each. In addition there were six aldermen at large, making eighteen aldermen. The board of public works was established in place of the board of road and bridge commissioners.

The town and city consolidation, in March, 1889, caused another change in the charter, also the taking in of West Stratford the same year caused an amendment to be made to the charter.

In 1893 the charter suffered another amendment, making the terms of office of "the mayor, city clerk, treasurer, collector of taxes, six aldermen at large, one councilman for each ward, seven sheriffs, a town clerk and two registrars of votes for each ward, to be for two years, and providing that at annual elections for other officers, one alderman and one councilman should be elected for each ward for two years, thus making the boards of aldermen and councilmen to consist of twelve members each, six to go out annually from each board, leaving six old members constantly on each." In 1894 the two council boards were abolished and a single board of twenty men, ten going and ten coming each year, was established. The common council now consists of a president and twenty-four councilmen. The other city officers are: mayor, city clerk, assistant city clerk, town clerk, assistant town clerk, city auditor, deputy city auditor, city treasurer, collector of taxes and assessments, city attorney, city engineer, harbor master, board of apportionment and taxation, board of appraisal of benefits and damages, board of assessors, board of charities, board of relief, building commissioners, health department, library board, park department, registrars of voters, sinking fund commissioners, city surveyor, public works department and city court.

Many other changes have been made in the city charter, the details of them being too numerous and bulky for presentation.

CITY COURT

In the original charter of the city there was a provision made for a city court. The mayor was designated as the judge and two aldermen were to be assistant judges. Meetings were to be held on the first Monday in every month. The same year this was amended

and the council could then choose a recorder instead of the mayor. In 1855 an amendment provided for the election on the city ticket of a recorder and two assistants. In 1868 the City Court was reorganized and the existing constitution adopted. It provides for a judge a deputy judge, prosecutor, assistant prosecutor, clerk, assistant clerk and probation officers. Its civil jurisdiction extends to all cases where the matter in demand does not exceed \$500 and where the parties live within the city. Its criminal jurisdiction takes in all cases of crime and misdemeanor committed within the city, the punishment of which does not exceed a fine of \$200 or imprisonment in the jail for six months, or both.

The judges of the City Court in Bridgeport have been Samuel B. Sumner, 1869, to August; David B. Lockwood, 1869; Israel M. Bullock, 1870-73; Stephen S. Blake, 1873-77; A. B. Beers, 1877-93; J. J. Rose, died 1893; Patrick Kane, 1893-95; George P. Carroll, 1895-1903; William H. Comley, 1903-05; Henry C. Stevenson, 1905-07; John S. Pullman, 1907-09; Carl Foster, 1909-13; Thomas C. Coughlin, 1913-15; F. A. Bartlett, 1915-.

SENATORS

The city has sent to the State Legislature since the districting of the state in 1830 the following men:

Philip A. Cannon, 1833; J. C. Loomis, 1837; Noah Plumb, 1841; A. A. Pettingill, 1845; H. K. Harrall, 1850; William P. Burrall, 1851; Sidney B. Beardsley, 1858; P. C. Calhoun, 1859; W. D. Bishop, 1866; Nathaniel Wheeler, 1873; Nathaniel Wheeler, 1874; William D. Bishop, 1877; William D. Bishop, 1878; Russell Tomlinson, 1879-80; Morris W. Seymour, 1881-82; R. E. DeForest, 1883; D. N. Morgan, 1885; E. G. Burnham, 1887; D. M. Read, 1889-91; D. N. Morgan, 1893; William H. Marigold, 1895-97; Philo H. Skidmore, Jr., 1899; William E. Seeley, 1901; Archibald McNeil, 1903; Allan W. Paige, Alfred A. Doty, William R. Brown, 1905; Archibald McNeil, John M. Donnelly, William R. Brown, 1907; Philip L. Holzer, Thomas Arnold, Jr., Moses W. Manwaring, 1909; Frederic A. Bartlett, Archibald McNeil, Garry Paddock, 1911; Christian M. Newman, Archibald McNeil, Jr., Joseph H. Whitcomb, 1913; Frederic A. Bartlett, John M. O'Connell, William H. Comley, Jr., 1915.

REPRESENTATIVES

Until the time of the separation of Stratford and Bridgeport in 1821 Stratford had sent two representatives to the General Assembly.

In 1822 Stratford had only one and Bridgeport is represented for the first time. This was Gen. Enoch Foote. His successors have been:

Joseph Backus, 1823; William Peet, 1824; William DeForest, 1825; Noah Plumb, 1826; Smith Tweedy, 1827; Thomas C. Worden, 1828; Smith Tweedy, 1829; Samuel Simons, 1830; Enoch Foote, 1831; Noah Plumb, 1832; Smith Tweedy, 1833; Noah Plumb, 1834; Daniel O. Wheeler, 1835; Smith Tweedy, 1836; William S. Pomeroy, 1837; Henry Dutton, 1838; Henry Dutton, 1839; Joseph Thompson, 1840; James Fitch, 1841; Abijah Hawley, 1842; Sherwood Sterling, 1843; Alexander Hamilton, 1844; Dwight Morris, 1845; Joseph F. Crosby, 1846; Joshua Lord, 1847; Henry T. Higgins, 1848; Silas C. Booth, 1849; William S. Pomeroy, 1850; Wyllys Lyon, 1851; Wyllys Lyon, 1852; Joseph F. Crosby, 1853; Thomas F. Oakley, 1854; Silas C. Booth, 1855; James C. Loomis, 1856; Philo C. Calhoun, 1857; Amos S. Treat, 1858; A. A. Pettingill, 1859; James C. Loomis, 1860; George W. Bacon, 1861; Amos S. Treat, 1862; Russell Tomlinson, 1863; Dwight Morris, 1864; Samuel Larkin, 1865; Nathaniel Wheeler, 1866; George Mallory, 1867; Nathaniel Wheeler, 1868; Amos S. Treat, 1869; Nathaniel Wheeler, 1870; William D. Bishop, 1871; Nathaniel Wheeler, 1872; Goodwin Stoddard, 1873; Robert Hubbard 1874; David B. Lockwood and Carlos Curtis, 1875; George W. Bacon and Robert Hubbard, 1876; George W. Bacon and Carlos Curtis, 1877; P. T. Barnum and Stephen Nichols, 1878; P. T. Barnum and Amos S. Treat, 1879; Dwight Morris and John Saxton, 1880; David M. Read and Robert E. DeForest, 1881; A. H. Abernethy and P. W. Wren, 1882; D. N. Morgan and D. B. Lockwood, 1883; William H. Noble and A. M. Tallmadge, 1884; John J. Phelan and L. M. Slade, 1885; John J. Phelan and Henry A. Bishop, 1886; Patrick Coughlin and George Watson, 1887; John N. Near and Louis Kutscher, 1889; F. S. Stevens and Louis Kutscher, 1891; Morris B. Beardsley and John Walsh, 1893; Edward W. Marsh and Charles Keller, 1895; Matthew H. Rogers and George E. Somers, 1897; Charles C. Godfrey and Hugh Stirling, 1899; James Staples and Henry Lee, 1901; Charles H. Botsford and N. P. Bissonnette, 1903; Henry Lee and M. L. Reynolds, 1905; Stephen F. Boucher and William E. Phelan, 1907; Fayette C. Clark and Frederic A. Bartlett, E. Phelan, 1907; Fayette C. Clark and Frederic A. Bartlett, 1909; 1909; William W. Bent and Joshua Meltzer, 1911; Lynn W. Wilson and John H. McMurray, 1913; James P. Kelly and E. Earle Garlick, 1915.

CHAPTER VIII

THE COMMERCIAL BRIDGEPORT

EARLY TRADE CHARACTER—THE FIRST STORE—ANTE-BELLUM REVIVAL
—PERIOD OF 1812—PACKETS—COASTING TRADE—THE COMPANY
BLOCK—SHIPPING AND SHIPS—BUSINESS OF THE '40s—THE DRY
GOODS TRADE—DRUGGISTS—JEWELERS—BOOKS AND STATIONERY—
MERCHANT TAILORS—BOOTS, SHOES, HATS AND CAPS—GROCERS—
HOTELS—OTHER TRADES—SUMMARY.

EARLY TRADE CHARACTER

When one considers the fact that the principal occupation of the early settler in the community which later became Bridgeport was that of tilling the land and marketing his crops, except that portion which he utilized for himself and family, it is seen that farming and the problem of transportation were the chief features of commercial activity. Barter and exchange of surplus farm products for household necessities and articles of apparel caused many a pioneer sleepless nights, so others entered into the business of making these exchanges for his neighbors and so commerce began.

There were no railroads then with express freight service or regular steamers upon the Sound. The latter, however, was the only means of transportation open to the settlers along the Pequonnock. Brigs, sloops, barks and schooners plied between this settlement and Boston almost exclusively at first, or until New York entered as a marketing center.

Ship building naturally became an industry then, as every merchant of means wished from one to five ships to carry on his business. It is said upon good authority that ship building began along the Pequonnock as early as 1720. There were no regularly equipped ship yards as exist now, but the farmers and merchants constructed their own ships at times when their other duties did not hold them. The timber was cut in the nearby forests, dragged or hauled to the

river bank, where it was permitted to remain until thoroughly seasoned. Then it was hewn by hand and fastened together securely enough to weather the storms of the Sound should the unfortunate navigator find himself caught. That these small-draught vessels were not seaworthy, or would not be considered so today, is well proved by the number of sinkings which occurred then. Many of the best known families in Stratfield and Newfield lost sons and fathers at sea, some of the principal ones of which are mentioned in the chapter on early settlement.

THE FIRST STORE

It is probable that the first store upon the Pequonnock River was opened by Richard Nichols, or his son, Theophilus, about the year 1730, at Berkshire, the head of navigation then. A small ship yard existed at this point then and it is believed that their business grew out of this. It is also stated that Stephen Burroughs, Sr., who was born in 1729, sailed vessels from Berkshire, but it is not known whether he possessed a store in connection with his shipping.

At the time of his death in 1756 Richard Nichols bequeathed to his son, Theophilus, twenty-four acres of land in Newpasture Field, at the lower extremity of East Bridgeport. Between the time of his father's death and his own in 1774 Theophilus erected a wharf and store at the foot of what was later Pembroke Street. Stephen Burroughs also desired to get located nearer the Sound than Berkshire and accordingly built on the west bank of the river at the foot of State Street. This was before the Revolution. This is said to have been the first store and wharf erected in Newfield, but the question of priority between Nichols and Burroughs has yet to be settled. One thing is certain, however, that these two stores were the only ones in the settlement before 1776. Burroughs' store, from January 1, 1777, until January 1, 1782, was occupied by Lieutenant Hall and twenty-four men of the Coast Guard, belonging to the body designated by the Council of Safety of the State of Connecticut.

With Theophilus Nichols there also was interested in the business his son—Philip. Philip later bought a large tract of land on the west side where Wall Street is now located, believing that the west side held a brighter future than the east side which was favored by his father. Philip was born in 1726 and died in 1807.

ANTE-BELLUM REVIVAL

With the conclusion of peace with Great Britain there arose considerable activity along commercial lines. The village along the

Pequonnock began to revive. Immediately after the war Maj. Aaron Hawley erected a store and wharf on the east side of Water Street, opposite what is now Union Street, and there engaged in business. About 1786 he sold out his business to Daniel Young, who came from Norwich. Young continued prosperous until 1800, when he retired. Both Hawley and Young died about 1803.

The statement was made in a preceding chapter that in 1796 the principal citizens of the Village of Newfield were asked to subscribe toward the purchase of a new fire engine. Four of the citizens gave \$20 each to the fund; these were: Stephen Burroughs, Richard and Amos Hubbell and Robert W. Whitmore. Richard Hubbell and Amos Hubbell were the successors of Capt. Abraham Hubbell, who came from Wilton about 1790 and constructed a store and wharf on the north side of State Street and carried on from that place a Boston coasting trade. He finally died in that city of smallpox. Then Richard and Amos succeeded him in the business, coming here from Stratfield. Soon, however, the brothers broke up their partnership and Amos built a store and a wharf on the north corner of Water and Morris streets (Bank Street), where he continued in the West Indian trade until his death in 1801. Richard carried on the old business for a short time, then sold out to David Minott & Company, the "Company" being Stephen Summers and William DeForest. Hubbell went to New York where he died July 16, 1829, in his eighty-fifth year.

Prosper Whitmore (or Wetmore), his brother, Robert W. and a third brother, from Stratford, built a store and wharf on the east side of Water Street north of Wall Street about 1790, where they carried on a West Indian trade until 1797.

John S. Cannon came here from Norwalk to Newfield before the year 1789. He formed a partnership with Lambert Lockwood, from Wilton, and built a store and wharf about midway between Wall and Bank streets, where they carried on a dry goods and grocery trade in connection with the packet sloop Juba, John Brooks, master, which sailed between Newfield and New York. Cannon's residence was on the southwest corner of Water Street and Fairfield Avenue and Lockwood lived at about 254-6 State Street. The former died in 1830 and the latter in 1825, both having been prominent in the business and civil life of the community.

About 1792 Isaac Hinman came from Trumbull and opened a store on the south side of State Street. He resided on the southeast corner of Wall and Water streets, where his son, Capt. Mun-

son Hinman, managed the Washington Hotel. By 1806 Hinman's residence had been changed to the southwest corner of Bank and Main streets. With William DeForest, Hinman succeeded Amos Hubbell in the Boston grain trade and was engaged in that until his death in 1817.

William Peet, a tanner and currier by occupation, kept an inn where the old postoffice stood. At one time he was associated with John S. Cannon under the firm name of Cannon & Peet. Their tannery was located on Broad Street, north of John. He was also engaged in saddle manufacturing with Sheldon Smith. Peet became quite prominent, having been a burgess, warden and representative to the General Assembly.

Silas Sherman, with his brother Seth, conducted a dry goods and grocery store on the north side of State Street near Water Street. This store was erected about 1791. Seth died about 1807 and then the business was managed by Silas and his son, Ira. Silas Sherman died in 1825.

Salmon Hubbell occupied a small store on the northwest corner of State and Water streets and sold dry goods and groceries. Here he continued in business for about twenty-five years. Until his death in 1830 he had served as captain and paymaster in the Revolution, fire warden, burgess and town clerk.

Ezra Gregory probably was a tavern keeper. He came from Wilton in 1796. His home was on the west side of Main Street at the head of Wall and was destroyed by fire November 21, 1833, together with a number of other buildings.

Another business firm of this period was that of J. and D. Fayerweather (James and Daniel). It is not known just what their business was or how long it was conducted by them. In 1808 Daniel Fayerweather lived on the site of the city hall. He lived there until 1842, when he built a house on the southeast corner of Fairfield Avenue and Norman Street. Here he died in 1848. James lived on the southeast corner of State and Lafayette streets.

The firm of Beach & Sterling, composed of Dr. James E. Beach and David Sterling, occupied a store on the southwest corner of Bank and Water streets, carrying on a dry goods, grocery and drug business. Sterling died in 1840 and Beach in 1838. The latter was one of the first physicians here, coming from New Haven about 1790.

The firm of Hull & Lyon were successors of David and John DeForest, who carried on the grocery and dry goods business on the southwest corner of State and Water streets. Something is said in

the early settlement chapter about the murder of young Shelton Edwards in this store.

Successful merchants and business men who came here between the years 1796 and 1803 were: Ephraim Middlebrook, from Trumbull; Stephen Hull, from Wilton; William DeForest, from Weston (now Easton); Robert Linus; Capt. John Brooks, from Stratford; Capt. Joseph S. Edwards, from Trumbull; Sylvanus Sterling, from Trumbull; Jesse Sterling, Trumbull; Capt. Ezekiel Hubbell, from Greenfield Hill, Conn.; William H. Peabody, from Norwich; Ira Peck, from Brookfield; Lemuel Hubbell, from Stratford; Benjamin Hall and Joseph Backus, attorneys; Maj. Benjamin M. Woolsey, from Long Island, N. Y.; Smith Tweedy, from Danbury; Hezekiah Ripley; Lazarus Beach, Redding, Conn.; Stiles Nichols, Danbury; Thomas Woodward; Josiah Prindle, from Derby; Mordecai Prindle and Joseph H. Prindle, also from Derby.

PERIOD OF 1812

As the period after the Revolution was one of revival and beginning of business in Newfield, the period after the War of 1812 was one of the business depression and commercial stagnation. However, the business of Bridgeport during the few years after presents an interesting study to the present day reader. Mr. Franklin Sherwood wrote many interesting things of the merchants of this period, deriving his information from the files of the country newspaper. Advertising in the paper had become advantageous to the merchant; in fact the pioneer newspapers were far better as advertising mediums than news carriers. Much of the material used in the following paragraphs has been taken from Mr. Sherwood's account.

On November 2, 1813, William King advertised that "the sloop Victress, Samuel Pennoyer, master, will sail from the store and wharf of the subscriber" for New York each alternate week during the winter season, "and after that time will make her weekly trips as usual. Every attention paid to passengers and freight." He also offered for sale a general assortment of "groceries, bar-iron, iron hoop and nail rods" and he desired to purchase "rye, old and new, corn and flax seed, for which the highest cash price will be given." He further offers for sale "the sloop Debby Ann, a vessel about thirty-eight tons, well found and in good order." King's store and wharf at this time was on the east side of Water Street near Wall Street, for he advertises March 7, 1815, that he "has removed from

the store opposite Mr. Knap's tavern to the new store of Mr. Isaac Burroughs, where he will continue in New York coasting trade." Knap's tavern stood on the southwest corner of Wall and Water streets. The store to which Mr. King removed stood on the east side of Water Street just below State Street. On May 1, 1813, he again advertises that the sloop *Victress* "will sail from Bridgeport for New York every Tuesday evening without fail during the summer season, and that no expense has been spared to make her accommodations both elegant and convenient for passengers. Persons being at a distance may depend upon the punctuality of the packet sailing at the above time."

The only other New York packet sailing between here and New York at this time was probably the sloop *Minerva*, *Eliada Baldwin*, master, which sailed every Saturday morning from the store of *Hervey Page & Company*. This afforded the only passenger service to New York except stage coach, but the latter was too expensive for the ordinary citizen and consequently was patronized only by the wealthy. Mr. King removed to New York in May, 1816, and offered his residence, which appears to have been at the corner of State and Court at that time, for sale with the following description: "The subscriber intending to remove to New York, offers for sale that well-known and very pleasantly situated two-story house and garden in the central part of the Borough of Bridgeport directly east of the Episcopal Church on State Street. The garden is well stocked with the choicest of fruits of all kinds. The house is modern built, completely furnished, and the windows are all supplied with Venitian shutters, and in every respect in complete repair and perfectly convenient. Any gentleman desiring a summer residence it is presumed could not be more agreeably accommodated. The charming village and remarkable healthiness of the place renders it still more inviting."

The firm of *Hervey Page & Company* was composed of *Hervey Page*, *Eliada Baldwin* and *Joel Goodsell*. On December 8, 1812, they advertise that the "sloop *Minerva* will sail from Bridgeport for New York on every other Saturday morning through the winter season" and also "that cash would be paid for oats, flax seed and potatoes." They further advertise that they had "a good assortment of groceries and five hogsheds of molasses." On January 17, 1814, the firm was dissolved and it was announced that thereafter the business would be continued by *Hervey Page*. On the 2d of February a partnership was formed between *Page* and *Baldwin* under the firm

name of Page & Baldwin, and on March 8th Captain Baldwin was again in command of the *Minerva*. This partnership was dissolved July 24, 1815, and it was advertised that "Eliada Baldwin would continue the New York coasting business at the store lately occupied by Abijah and Wilson Hawley." Hervey Page died in October of the same year of tuberculosis, aged thirty-one years.

The store occupied by Hervey Page and Page & Baldwin was near Wall Street and adjoined that of William King. The firm of Woodward & Lacy was the succeeding occupant, carrying on the Boston coasting business and also grocery trading.

Joseph P. Shelton & Company was a firm composed of Joseph P. and Philo N. Shelton, brothers, and they conducted a general dry goods and hardware business. In October, 1813, they sold out their stock to Nichols & Lacey, a new firm, but not with the intention of abandoning the business, as on December 14, 1813, it was announced that the Shelton brothers "have entered into a co-partnership with James Beach, Jr., and Zadock Squier of New York, and have opened a store in New York in the wholesale and retail dry goods business, at 127 Broadway, under the firm name of Beach, Squier & Shelton, and likewise at Bridgeport under the firm name of Joseph P. Shelton & Company, in the west corner of the new range of buildings on State Street." This was at the northeast corner of State and Main streets. It was the first dry goods store on Main Street. The firm, however, did not continue long in business, as on June 7, 1814, the firm of Sherman, Hyat & Company advertise as occupying the corner store of the Company Block, as this range of stores was afterwards called.

The firm of Nichols & Lacey was composed of Richard P. Nichols and David Lacey. Lacey was engaged in business on the south side of State Street prior to his partnership with Nichols. The partnership was probably formed in October, 1813, as they then announce the purchase of the stock of Joseph P. Shelton & Company and the formation of the firm. However, this partnership existed only until March 26, 1814, when it was dissolved, Lacey entering partnership with Thomas Woodward under the firm name of Woodward & Lacey, engaging in the Boston coasting and general grocery trade. Nichols entered into partnership with Jesse Sterling in No. 4 of the Company Block, Mr. Barnum Beach in June taking possession of the store they had vacated.

Woodward & Lacey announced on August 15, 1815, that they had moved to the store lately occupied by Page & Baldwin, adjoining

ing Lambert Lockwood's book store and opposite Knap's tavern. Either they did not commence a regular retail business or else trade was poor for on March 26th they advertised that "a small quantity of groceries will be sold wholesale at cost or less as the subscribers are going to leave the place in the course of the summer." The dissolution of the partnership was announced May 21st and on the same day Thomas Woodward announced his dwelling to be for sale.

Woodward, prior to his partnership with Lacey, was in the New York coasting trade, as on May 24, 1814, under the head of "New Establishment," it is advertised that "the sloop Bridgeport, Thomas Woodward, master, with good accommodations for passengers, will ply between the ports of Bridgeport and New York as a regular packet during the ensuing summer, leaving Bridgeport every Saturday and Peck Slip, New York, every Thursday. For freight or passage apply to Daniel Burritt or David Lacey or the master on board." Capt. Eliada Baldwin took charge of the sloop Bridgeport when Woodward entered into partnership with Lacey.

Beach & Sherman was a firm composed of James E. Beach and Isaac Sherman and on March 8, 1813, advertise "a few hundred bushels of corn, rye and oats for which cash will be paid." Sometime that summer a new partner was admitted in the person of Ira Peck and the firm name changed to Beach & Sherman & Company. The sloop Patriot sailed to New York in the interests of this firm. The firm dissolved November 20, 1814, and notice was given that the business in the future would be managed by the firm of Beach & Peck. They sold groceries for cash or country produce.

The class of goods handled by this firm and other store keepers is illustrated by their advertisement of January 2, 1816, when they announce as just received from New York a fresh supply of groceries, consisting of sugar, coffee, teas, cognac, peach and elder brandy, Holland and Pierpont gin, St. Croix and Antigua rum, New Orleans and Martinique molasses, salt, brimstone, Spanish and American segars, snuff, also a general assortment of crockery, glass and stone ware, iron and steel, cordage, resin, etc.

Isaac Sherman was in the coasting trade and possessed a store before going into partnership with Beach and during the time they conducted business together. After the dissolution it is probable that he continued in the coasting trade until March 1, 1815, when he entered into partnership with Stephen Burroughs. On May 15th they announced that they wished "to purchase for the West Indian market corn, oats, potatoes, hams and poultry of all kinds if deliv-

ered in six or eight days," and also that "the sloop Lapwing will continue to run in the line as a regular packet."

John Brooks was evidently engaged in the coasting business and made private investments while a sloop master. On March 23, 1813, he offered for sale "nine bales of the first quality Georgia upland cotton; fifteen bags and three barrels of the best green coffee," and on February 9, 1814, announced that he "has on hand a large quantity of first rate smoked hams and shoulders for sale at David Sterling's store." On January 9, 1816, he advertised that he had "given up the charge of the packet to his son, John Brooks, Jr., and has opened a store and offers for sale at store of John S. Cannon in Bridgeport, by the barrel or less quantity, Old West India rum, genuine Holland gin (free from mixture), Virginia peach brandy, sugars, etc." He also announces that "the sloop Mary Ann will in the future run as a constant packet from my store and wharf to Peck Slip in New York."

David Ufford was another engaged in the coasting trade at this time. He offered lumber for sale at Sherwood & Hubbell's wharf. He and Nathaniel Wade formed a firm in September, 1813, and went into business in the store formerly occupied by David Minot & Company, where they sold pine and cherry lumber, salt fish and groceries. On March 15, 1814, they advertised their removal to the store near the old toll bridge and that they have bought the sloop Debby Ann, for use in the lumber business to and from the North River. The partnership was dissolved November 13, 1815, and the partners united with William DeForest under the firm name of DeForest, Wade & Company and removed their place of business to the store of William DeForest. This was at the foot of State Street, where he had been located for several years, in a similar line of business as Wade and Ufford.

A. & W. Hawley & Company existed as a business firm until December 1, 1813. Then it was dissolved and again revived September 5, 1815, under the same name, with the admission of Eliada Baldwin and Stephen Hawley.

Charles R. Hubbell & Company was one of the principal firms of the time. The store was on the northwest corner of Water and State streets. It is not stated in the advertisement who the other member or members of the firm were.

At this time Thomas Cook Wordin was probably the only druggist in the community. His store stood on State Street near Water. On May 22, 1813, he advertises "Spring Bitters, Genuine Aromatic

Spring Bitters," of his own make, and which he claimed were "highly approved for preventing and curing those disagreeable feelings which many people are troubled with in the spring, and strengthen the body at the approach of warm weather."

On December 23, 1812, Isaac Hinman, Jesse Sterling and Thomas C. Wordin advertised as "wanting to contract for a store frame of 50 tons of timber. Also for 20,000 feet of 1½ inch oak boards; 20,000 oak lath; 17,000 brick and 60 casks of lime." This store, as it was called, was a block of wooden stores on the north side of State Street, at the corner of Main, for many years was known as the Company Block. Mr. Wordin was undoubtedly the first to remove his business to this block. His store became known as No. 1. The next one, or No. 2, was occupied by Kirtland & Wordin, merchant tailors; No. 3 by Isaac Hinman & Company, dry goods and household articles; No. 4 by Sherman, Hyatt & Company, dry goods and groceries, and probably Jesse Sterling, who owned it, occupied part of it for the postoffice; No. 5 was taken by Joseph R. Shelton & Company, dry goods and hardware. Wordin was succeeded by his son, Nathaniel S., who remained there until about 1850.

Samuel C. Kirtland and William Wordin composed the firm of Kirtland & Wordin, merchant tailors. Their store was at first on the northwest corner of Bank and Water streets. On February 5, 1815, they were burned out in their new place of business in the Company Block, which led to a dissolution of the partnership. The two, however, opened up for business in separate establishments afterward.

Richard Hyde, on October 28, 1812, advertised that he had just received a large and extensive assortment of goods, including brass warming-pans, frying-pans, flat irons, paper hangings and borderings, hardware and cutlery; also wines, hyson, young hyson and souchong teas, sugars, spices, etc. On April 27, 1813, Isaac Hinman was admitted to partnership and the firm name changed to Hinman & Hyde. After their removal into the Company Block, No. 3, the firm name was changed to Isaac Hinman & Company. On April 25, 1815, the name was again changed to Hinman, Sterling & Hyde. At the same time they enlarged their quarters by taking in No. 4, Company Block, also. This firm continued until May 15, 1816, when it was dissolved, Jesse Sterling withdrawing. It became Isaac Hinman & Company again and No. 4 was occupied by the new firm of Nichols & Sterling.

On December 1, 1812, Jesse Sterling was engaged in the grocery

trade on the north side of State Street near Water. He moved to the new store, No. 4, Company Block, about the time of its completion, and Middlebrook & Denslow occupied the store he left, keeping only a portion of it probably for a postoffice. On March 1, 1814, the firm of Nichols & Lacy dissolved and Richard P. Nichols soon after formed partnership with Jesse Sterling under the firm name of Nichols & Sterling. They opened up for trade in No. 4. The firm existed until April 4, 1815, then the new style of Hinman, Sterling & Hyde was adopted. Sterling retired, but retained his No. 4 store. On June 11th he advertised that "the subscriber having an agent in England and another in France, and a number of auctioneers in New York that will sell him goods cheap for cash, takes this opportunity to inform the public that he has lately obtained, and is this day opening, and he now offers for sale a large assortment of European and Indian goods which he will accommodate the public with for cash. My assortment is so complete that it would seem useless to enumerate the articles, but as many of them are of a new style of course they have new names, such as Angola cassimere, Magnetic calicoes, B. Rock Humhums, large figures, warranted not to cut in the eye. The above assortment is to be found at No. 4, Company Block. Be particular as you love your money to call at No. 4. None are genuine unless signed J. Sterling." A trace of irony directed at his late partners may be detected in this advertisement. Sterling also sold lottery tickets.

The first announcement of the firm of Sherman & Hyat & Company occurs November 9, 1813, under the caption of "New Establishment," with the statement that the firm "at the store No. 2 from the corner of the new block in State Street, offer for sale on easy terms for the purchaser an entirely new assortment of dry goods." A short time later a new member was added to the firm and the store moved to No. 4. The partnership was dissolved May 31, 1815.

William Peet announced on December 12, 1812, that he "has received a quantity of Northampton sole leather of the first quality to accommodate those who would give that kind of leather the preference, and has as usual a general assortment of upper leather, skins, etc." Peet also conducted a tannery on Broad Street, between what is now John and Cannon streets, under the firm name of Cannon & Peet. He also carried a line of "saddlery goods, whips, horsemen caps, holsters, portmanteaus, feathers and cockades, horses' bits, trunks, etc." He later took in Sheldon Smith in the saddlery business. Samuel Peet was also engaged in the tanning business.

Henry May on April 23, 1812, "begs leave to inform his friends and the public that he has just received a supply of hardware, joiners' tools, etc., which with my stock on hand makes my assortment very good." He also advertised lumber and North River shingles. His place of business was at this time probably on the east side of Water Street just below State. In May, 1815, Ransom C. Canfield purchased his stock of goods.

Enoch Foote & Company was a firm made up of Enoch Foote and Samuel Burr. On May 27, 1812, they announce having just received a new supply of groceries, which made their stock very complete, including Old Cognac, brandy, old Antigua and St. Croix rum, real Holland and American gin, cider spirits, Sicily, Madeira and currant wine, cherry rum, ale and Philadelphia porter, molasses, sugar, teas, coffee, chocolate, spices, raisins, Virginia ladies' twist, pigtail and paper tobacco, China tea dishes, Liverpool ware, glassware, lumber. In March, 1814, Samuel Burr withdrew from the firm to go into business with his son and Joseph Brooks took his place, making the firm name Foote & Brooks. Their store was probably on the east side of Water Street a short distance below Wall. Samuel Burr & Son went into business on the southwest corner of Bank and Water streets.

Barnum Beach occupied a store room on or near the same corner, where he sold a general assortment of goods. Most of the stores of this day were similar, all carrying a general line of goods which was meant to supply every need of the family. Similar "general stores" are to be found in the smaller towns of the Western states at the present time.

Simon Backus advertised goods first on July 8, 1812. He afterward moved to New York with his business.

Lambert Lockwood on November 18, 1812, advertised that at his "Hardware and Book Store" a general assortment of hardware, comprising almost every article wanted in that line, among which are brass andirons, brass and iron shovels and tongs, brass, iron, polished, screw-bottomed and common, iron and japanned candlesticks, britannia and block tin, teapots, japanned lamps, black and red teaboards and salvers, hollow-ware, pots, kettles, books, stationery, etc.

William West was engaged in the book-binding trade at this time, but did not make very free use of the advertising columns.

Caleb Beach opened a general store in October, 1812, on State Street, south side. He sold out after about three years of activity.

Isaac Burroughs advertised on January 2, 1813, that he had bought out the stock of Henry May and would thereafter handle a miscellaneous line of goods. On March 1, 1814, he announced that the sloop *Hannah Ann*, Gershom E. Hubbell, master, would sail about the 20th for Catskill and Albany. He later carried on a Boston coasting trade.

Wordin & Booth, composed of Daniel Wordin and John B. Booth, dissolved partnership May 28, 1813, and the business was continued by Wordin. About September of the same year Wordin had entered into partnership with Nathaniel B. Nichols, as on that day the firm advertised for an apprentice in the gold and silversmithing trade, also a journeyman. They later advertise silver table, tea, cream, salt and mustard spoons, silver and plated tongs, ear rings, finger rings, and breast pins, gold, hair and silk chains, gold and silver seals and keys, silver and brass waist clasps, necklaces and bracelets, silver and brass thimbles, shell, horn and ivory comb, harness ornaments "and a few first rate English and French watches." In June, 1814, the firm stated in the paper that they had in their employ "a first rate watch repairer (who served his time in London), well acquainted with its various branches and complicated watches, such as repeaters, horizontals and patent lever escapements."

Samuel Hodge, Spinning & Pettit, and later Spinning & Tirrill, were shoemakers at this period of Bridgeport's history. Luther Broadwell was here for a short time as a shoemaker.

Ira B. Wheeler began a general store occupation in April, 1813, on Water Street. In July, 1813, he formed partnership with Ichabod Lewis under the firm name of Lewis & Wheeler. This firm, however, terminated in January, 1816.

Brazilla Benjamin on August 15, 1813, advertised military and fancy goods, silver-plated cut and thrust, and best gilt hangings for officers, brass mounted horsemen's hangars, gilt and brass mounted artillery swords, gilt and silver-plated epaulettes, guns, bayonets, cartridge boxes and bullets, priming rods and brushes, etc. Although he was robbed of \$400 on June 7, 1815, he remained in business, carrying all kinds of novelties.

John P. Austin and Christian Mitchell were candle chandlers of this day.

On November 8, 1815, it was announced that Charles B. Hubbell, having taken Daniel Fayerweather into partnership, the business would in the future continue at his old stand (Yellow Store) in Water Street, under the name of Fayerweather & Hubbell, where

might be found a general assortment of dry goods, groceries, hardware and cutlery.

Misses Ruth Lacey and Sally Beardslee advertise on May 4, 1813, that they "have just returned from New York and now offer to the ladies a very handsome and fashionable assortment of goods in their line, among which are silk, satin and chip hats, elegant figured lustrings and satins, pink and white crapes, lace-nets, crape, leno, plain and figured Bedford lace, book muslin, lace veils, suffle gauze handkerchiefs, pearl edged ribbon, gimp and chancel cords, laces millinet, foundation gauze, black and white chip, crape and lace head-dresses, flowers, needles, pins, bandboxes, etc." In fact everything for the ladies' wardrobes was included in the stock inventory. The partnership was abandoned during the following year, Miss Lacey taking another store which she conducted by herself.

David Minot & Company kept a store on the north side of the Public Slip at the foot of State Street. On October 11, 1815, they advertised that "the sloop Three Brothers, Captain Norman, will sail from this place for New York as a regular coaster and will leave every Thursday."

J. S. and D. Edwards entered into partnership March 1, 1815, and engaged in the Boston coasting trade from the store formerly occupied by William King opposite Knap's Hotel. The partnership lasted a year, then the business was managed by Daniel Edwards alone.

Burr H. Betts announced on February 21, 1816, that he had opened business in the store adjoining Samuel Burr & Son and last occupied by Daniel Burrett, where he would keep a general line of dry goods and groceries. Silas Turney was later taken into partnership and the firm became Betts & Turney.

James Seeley moved to the borough in 1813 and on October 5th announced that he had opened a shop. He later took up blacksmithing in a shop located on the west side of Broad near State.

Clarke & Broadwell, namely, Christopher Clarke and Luther Broadwell, announced on September 30, 1814, that "the fast sailing sloop Lark, for New York, will sail on the 27th inst., and will continue as a regular if proper encouragement is afforded. For freight or passage apply to Clarke & Broadwell at the east end of the bridge."

Elijah Bassett, post-rider, made a specialty of selling shell combs, which were not plentiful upon the market. Thomas Williams opened a "delicatessen" next to Knap's Hotel, where he sold various foods and liquors on cheaper terms than the tavern itself. Ambrose Thomp-

son sold Long Island clams. Thomas Williams and Newman Greenleaf were the tonsorialists of the day.

It may be interesting to quote the advertisement of Ephraim Knap, which was printed August 10, 1814, extolling the Bridgeport Hotel. "The subscriber feels pleasure in informing the public, more particularly those who travel the great thoroughfare between the Southern and Eastern states, that his house, beautifully situated in the pleasant and flourishing Borough of Bridgeport, fronting the harbor and a few rods south of the same, has received additional improvements which renders it more commodious and comfortable for the weary traveler, who may be assured of always finding a plentiful and well served table of the richest viands, fruits and dainties which the season or market can afford. As his house is large and commodious, the lodging rooms will be found peculiarly airy and convenient and furnished with new and elegant bedding and furniture for the accommodation of families and single gentlemen and ladies. His cellar and bar will constantly be stored with a choice collection of wines, spirits and cordials, while his stables shall be well attended by careful and experienced ostlers. In short no exertion shall be wanting to render the Bridgeport Hotel deserving a continuance and increase of the public patronage it has hitherto received. Passengers may be supplied with seats in the stages, east and west, every day (Sunday excepted), at 8 o'clock in the morning and 5 o'clock in the afternoon."

The Bridgeport Hotel, or E. Knap's Hotel, was located on the southwest corner of Water and Wall streets.

SHIPPING AND SHIPS

In the *Republican Farmer*, a newspaper printed in the borough of Bridgeport, issue of March 22, 1815, is the following interesting item:

"The steamboat 'Fulton' passed this place yesterday at 1 o'clock from New York for New Haven on her first trip. She left New York at 5 in the morning and had a head wind."

The *Columbian*, published at New Haven, in October of the same year gave the experience of a legislator in traveling between that city and New York. This follows:

"A pleasant tour was made in short time a few days ago by means of the great facility of traveling, owing to the establishment of steamboats. A number of the Connecticut Legislature left New Haven on

Saturday afternoon after the House adjourned, reached New York in the stage on Sunday morning, attended service in Mr. Spring's church in the forenoon, visited a relative in Flatbush in the afternoon, and in the evening set off in the 'Fulton' for New Haven, where he arrived early Monday morning in about 36 hours from his departure. In few parts of the world could more novelty, speed, convenience and ease be furnished in the same period on a similar route."

The steamboat was a great improvement over the stage coach. It was more comfortable if not speedier and eight hours against a head wind was considered good time from New York to a point off Bridgeport.

It is believed that the first steamboat to ply between New York and Bridgeport was the "General Lafayette." It is not known just what year this boat began regular trips between these two points, but in *The Connecticut Courier* of October —, 1824, appeared the following advertisement:

STEAMBOAT GEN. LAFAYETTE

Captain Thomas Vose

Will continue the regular routes between this place and New York through the season, to wit:

Leave Bridgeport every Monday, Wednesday and Friday at 8 o'clock A. M., for New York.

Leave New York every Tuesday, Thursday and Saturday at 8 o'clock A. M., for Bridgeport, and every Saturday will proceed on to Stratford and Derby and will return on Monday (touching at Stratford and Bridgeport) to New York.

For passage or freight apply at the store of D. Sterling & Company, or to the captain on board.

At the May session of the general assembly in 1824 it was resolved "that Daniel Sterling, Enoch Foote, Ransom C. Canfield, Isaac Sherman, Thomas C. Wordin, Wilson Hawley, with all others who are or shall hereafter become associated with them be, and they hereby are, with their successors and assigns, made and established a body politic and corporate by the name of The Bridgeport Steamboat Company, for the purpose of procuring, building and constructing steamboats and navigating the same by steam or otherwise in the most advantageous manner." The capital stock of the company was

not to exceed \$30,000, divided into shares of \$50 each, nor less than \$10,000 paid in. Wilson Hawley, Daniel Sterling, Thomas C. Wordin, Reuben Tweedy and Isaac Sherman were made the first directors of the company.

To this company it is probable the boat "General Lafayette" belonged. In this connection it might be mentioned that in this same year General Lafayette himself passed through Bridgeport and held a public reception at Knap's Hotel. The town meeting held August 21st voted "to pay General de lay Fayette's bill at Mr. E. Knap's, being 22 dols., and powder dol. 50 cents."

Following this other boats were added to those coming to Bridgeport Harbor, among them being the "John Marshall"; then the "Citizen," Capt. John Brooks, Jr.; the "Westchester," in 1833; the "Nimrod," Capt. John Brooks, Jr., in 1835; the "Vanderbilt," in 1837; the "Croton," in 1840; the "Eureka," in 1843 and in the same year the "Niagara" and "Bell." The "Mountaineer" was added in 1844 and made the best time yet made between here and New York—three hours and eight minutes.

By 1846 the "Nimrod" was the only direct communication with New York City. The boat was run in connection with the Housatonic Railroad and Bridgeport passengers were compelled to stop over night in New York; it required two days to make the round trip. If any business were to be transacted there it generally required three days, as the boat left New York at 6 o'clock A. M. The fare was \$1 each way.

There was, however, another way to reach the metropolis. "The new and elegant steam propeller 'Nangatuck,' Captain Sellew, left Derby at 5 o'clock P. M., Milford at 6 and Stratford at 6:30 P. M. every Monday, Thursday and Saturday for New York. Returning, leaving pier No. 11, Old Slip, every Wednesday afternoon at 6 o'clock, arriving at Stratford about daylight next morning, and every Saturday afternoon at 2 o'clock, arriving at Stratford at 11 at night." The fare was only 75 cents by this route.

On January 5, 1846, a new competitor was announced, this being the "Trojan," Capt. P. H. Smith. This new and convenient boat made regular trips to New York, touching at Port Chester, Rocky Neck, Stamford, Norwalk and at Bridgeport met carriages which carried passengers to New Canaan, Wilton, Westport, Redding, Danbury, Ridgefield, Southport and Fairfield. The "Cataline" was later run in opposition. This made four boats—the "Nimrod," the "Eureka," the "Trojan," and the "Cataline," all fighting for the

passenger and freight service between here and New York. The first two charged 50 cents, the third 75 cents and the last 12½ cents.

On December 15, 1846, it was announced that "the Mountaineer on her first trip reached our wharf yesterday in 3 hours and 28 minutes. The Mountaineer is likely to be popular—being a fast and elegant boat." This boat ran in connection with the Housatonic Railroad.

This gave Bridgeport both a morning and afternoon boat to New York, the "Nimrod" leaving at 5 A. M. and the "Mountaineer" at 1:30 P. M. The latter boat made faster time between here and New York than the present day steamers. Other boats at this time were the "Mutual Safety," the "Fairfield" and the "Utica." On October 11, 1846, the "Mutual Safety" sprung a leak during a storm and was grounded on Talbot Island shoals. The fifty passengers and sailors were rescued, but the boat was a total loss.

The fast "Mountaineer" was constructed and sailed in order to draw the New York and Albany trade over the Housatonic Railroad. The main competitor was the New Haven, Hartford & Springfield Railroad, with the steamer "Traveler" connecting New Haven with New York. The latter boat was also a speedy one and immediately became a strong rival of the "Mountaineer." The Standard comments as follows on December 22d:

The New Haven Courier says the Mountaineer was considered the quickest boat on the Hudson, and brags that on Monday week the Traveler beat her between New York and Bridgeport by "several times her length." It is a matter of no earthly consequence, but the Traveler is believed to have done her prettiest on that occasion, the Mountaineer certainly did not—the engineer strictly obeying his orders not to carry above a certain amount of steam. The traveling public can hardly wish for faster boats than the Mountaineer and Traveler, and a respectable portion (i. e. all reasonable people) hope there will be no racing between the noble steamers. The Mountaineer in coming up has reached her dock in 3 hours and 20 minutes and the Traveler has reached hers at New Haven in 4 hours and 45 minutes. Who wants to make quicker passages? The gaining of some 200 yards in running 60 miles (as the Courier claims) won't induce Albany passengers to take the roundabout New Haven and Springfield line, will it? How are the snake heads on the New Haven road this season?

"P. S. The Mountaineer came up yesterday in 3 hours and 15 minutes, leaving the Traveler some six miles behind. The latter came out first. Was there a breakage or 'something?'"

The "Alice" was placed in operation in 1853, but was afterward burned.

With the coming of the New York and New Haven Railroad in 1849 this strenuous competition between the steamboat lines probably suffered a decline. It is known that the number of boats running between Bridgeport and New York was measurably decreased.

In 1898 the Bridgeport Steamboat Company operated two fine boats between this city and New York—the "Rosedale" and the "Nutmeg State." In 1917 there are three steamship companies operating from Bridgeport, namely: The Bridgeport and Port Jefferson Steamboat Line, the Hartford and New York Transportation Company and the New England Steamship Company. The latter company runs the steamer "Naugatuck" to New York and return every day, including Sunday, and the Bridgeport and Port Jefferson line operates the steamer "Park City" to Port Jefferson across the Sound and return each day.

Something of the number of boats using the splendid harbor at Bridgeport may be ascertained from the figures for the year ending March 31, 1916. During this year there were 15,238 boats which entered and departed from the harbor. This number was composed of 6,480 steamers and towboats, 6,834 sailing vessels, 1,892 canal boats and barges and 32 foreign vessels. The description of Bridgeport's harbor and the story of its making may be found in a succeeding chapter.

BUSINESS OF THE '40s

On October 9, 1838, White, Johnson & Company announced that "the packet sloop Orien will run from the wharf of the late firm of Hawley & Thorp as a regular market and transportation boat between this place and New York, leaving Bridgeport every week on Tuesday evening, returning will leave New York every Saturday." At the same time Joel Thorp announced that he had disposed of his business to White, Johnson & Company.

P. C. Wheeler & Company advertised on February that "the fast sailing sloop Marksman, H. Wells, master," would make regular weekly trips to New York.

Abijah Burroughs advertised that the sloop "Sabina," Merritt Ward, master, would also make trips.

J. & G. E. Hubbell announced a New York packet as the sloop "Fame," G. E. Hubbell, master.

This probably comprised all the firms then engaged in the trade and operating a market boat in connection therewith. It is believed that all of them were located on the east side of Water Street and carried on the wholesale and retail wet and dry grocery business, taking in trade or by purchase country produce from the nearby communities.

Porter, Hawley & Smith were engaged in the flour and feed business. Of the lumber merchants there were A. Hawley & Company, Z. Sanford and Charles Hawley. The drygoods trade was represented in chief by the firm of Hubbell & Thompson, located on the east side of Water Street on the north line of Bank Street. Birdsey & Beach's "Cheap Cash Store" was located on the west side of Water, corner of Bank Street. Samuel Niles, New York Store, was on the north corner of State and Water streets. DeForest & Beardsley were located in Main Street opposite the Bridgeport Bank. William B. Taylor conducted a drygoods store and variety store at No. 3 Exchange Place, the newly erected brick block at the corner of Main and Wall streets.

Hyde and Curtis were also in the drygoods business in what was called the Phoenix Building on the north side of Wall Street next to the Connecticut Bank. Shelton & Thatcher conducted the drygoods trade on the north side of State Street in the wooden block then at the corner of Main.

There were four druggists about 1840. N. S. Wordin occupied the old T. C. Wordin store in the Company Block, now about 58 State Street. Joseph Thompson was on the west side of Water Street about halfway between Wall and Bank. William B. Dyer also carried on the drug business, but the location of his store then is not known. Henry Blakeman opened a drug store in the brick block on the north side of Wall between Middle and Water streets.

The jewelry firms then comprised J. C. Blackman & Company, which was located in No. 2, Exchange Place, Main Street, and Charles Young's, No. 8, State Street. The latter purchased the Clark interest in the old jewelry firm of Clark & Youngs. The Clark mentioned was Levi Clark.

D. & H. F. Hatch opened "a new cheap cash shoe store in Water Street" about where No. 393 is now located. Samuel LaForge conducted a boot, shoe, hat and cap store at No. 2, Phoenix Block, on Wall Street. Rodney Curtis engaged in this same business at the "Bridgeport Center Store."

In 1840 Josiah Hubbell advertised "For New York, the new and

fast sailing packet *Housatonic*, Captain Ward, built expressly for the carrying trade between Boston, Bridgeport and New York, will leave Bridgeport on her first trip for New York on Tuesday, October 27, and will continue to run from my store every Tuesday during the season." Hubbell also carried on the wholesale grocery and commission business on Water Street near Wall.

T. Ransom also advertised: "For New York, the Black Rock packet sloop *Deborah Ann Eliza*, Capt. William Jennings, will sail from the store of the subscriber in Bridgeport every Thursday evening during the season." T. Ransom's store was at the foot of State Street on the east side of Water.

Hinman & Johnson, a new firm, advertised the sloop "*Harvest*," of Black Rock, B. Penfield, master, for weekly runs to and from New York.

Mrs. G. Forbes was probably the pioneer of the ready-made or "hand-me-down" clothing business in Bridgeport. She advertises her store in 1840 as being three stores north of Thompson & Shelton's store on Water Street.

The firm of Thompson & Shelton above referred to sold drugs. The firm comprised Joseph Thompson and William J. Shelton.

In April, 1842, Capt. Munson Hinman announced "having leased the eastern half of the large and commodious building on Wall Street east of the Connecticut Bank, in the City of Bridgeport, and has fitted it up for a hotel (City Hotel)." The old Washington Hotel had passed out of existence and this new City Hotel was on the west corner of Wall and Middle streets. In the same month Daniel Sterling advertised the Sterling Hotel for rent, the same having 21 parlors and 41 bedrooms. The Sterling Hotel proper at that time was a wooden building on the west side of Main Street at the head of Wall Street. North of it was located the "log cabin" during the "hard cider" campaign of 1840. This was removed afterward and a brick block erected on the spot, and was known as Sterling Place. Mr. P. F. Barnum conducted the Bridgeport Hotel at the corner of Main and State streets at this time.

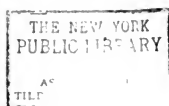
THE DRYGOODS TRADE

The fire of 1833 opened the way for the extension of the retail district of Bridgeport. The erection of the Exchange Block by James Robinson was followed by that of the Phoenix Building on the north side of Wall Street between Main and Middle streets, and by



RESIDENCE OF WILLIAM F. POTTER

Built in 1676. Rooms in this house were at one time occupied by George Washington



Moore's Block on the northwest corner of Main and Bank streets, and still later by the Sterling Place at the head of Wall Street on the west side of Main. Additional stores were constructed adjoining the Exchange Place and also bore that name.

This era of building was the beginning of the conversion of Main Street from a strictly residential street to one of business houses. Water Street had been the retail center of the borough and Main Street was considered too far from the river and harbor as all the prominent stores had their own wharves, where their packets docked between coasting trips. State Street also ranked as an important business street. Upon these two streets—State and Water—the dry-goods trade had thrived. However, as early as 1838 W. B. Taylor had a drygoods and variety store in No. 3, Exchange Place; DeForest & Beardsley, in Moore's Block; and Hyde & Curtis in the Phoenix Building, next to the Connecticut Bank. In 1840 the Hawley Brothers occupied the former store of W. B. Taylor for the same business and a new drygoods firm, N. M. Johnson & Company, occupied No. 4 adjoining. DeForest & Beardsley appear to have gone out of business and B. C. DeForest had opened a new drygoods business on Wall Street next to Hyde & Curtis. The old drygoods houses of Hubbell & Thompson and E. Birdsey & Company still remained on Water Street, the latter on the north corner of Bank and the former a couple of doors above on the west side. Samuel Niles had a drygoods store on the north corner of State and Water and Shelton & Thatcher had one in the Company Block on State near Main. Samuel Niles soon closed out and the store was taken by Henry Hall for the grocery business. The year 1842 found E. Birdsey & Company occupying No. 4, Exchange Place, the store formerly occupied by N. M. Johnson & Company, which latter firm had gone out of existence, as well as the firm of Hyde & Curtis on Wall Street. A new drygoods firm, Bostwick & Sherwood, had started at No. 2, Exchange Place, and Hawley Brothers had removed from No. 3, Exchange Place, to No. 3, Sterling Place, and next to them in No. 4 was another new drygoods firm, Sanford & Peabody. This left only the firm of Hubbell & Thompson to represent the drygoods business on Water Street.

By 1844 the old firm of Shelton & Thatcher had dissolved and the business was carried on by Henry Shelton, while Thatcher engaged in the wholesale drug trade on State Street. B. C. DeForest, who had removed from Wall Street to No. 4, Exchange Place, succeeding Sanford & Peabody, seems to have turned over his business

to A. B. Beers, who announced in the local paper that he had taken over the store and filled it with an entire new assortment of goods. DeForest issued two cards, in No. 1 stating that he wishes to "inform all his old friends and customers that (although under somewhat different circumstances from those in which I have been for the last three years) I am still at the old stand (No. 4, Exchange Place) under the management of Andrew B. Beers, formerly of this city, but more recently of New York." In card No. 2 Mr. DeForest strikes straight from the shoulder. "The few individuals of this city who always know more about their neighbors' business than they do their own, and who think they understand perfectly the exact causes of the uprisings and downfalls of their friends, are respectfully informed that if they will call upon me I can tell them as much in 10 minutes (if it is any of their business to know) about my affairs as they can find out in four weeks by inquiring of this, that and the other individual. If anyone has any demands against me please present them and we will settle."

James W. Beach opened the "One Price Store" at the "Mammoth 5, Exchange Place," in the drygoods trade. B. B. Beardsley and Horace Olmstead opened the old store formerly occupied by E. Birdsey & Company at the corner of Bank and Water Streets. The firm named their place of business the Empire Store.

The year 1845 brought many important changes in the trade. The firm of Bostwick & Sherman closed out and moved their business to New York City. Their successors at No. 6, Exchange Place, were J. Beers and John W. Oviatt. The fire of December 12th of this year burned out the only two drygoods stores on Water Street—Hubbell & Thompson and Olmstead & Keeler, which caused the abandonment of that street by the drygoods merchants.

Olmstead & Keeler afterward announced that they would reopen for business at No. 4, Exchange Place, which was occupied by A. B. Beers. Thereafter Mr. Beers appears as a dealer at No. 3, Exchange Place, opposite the postoffice. The postoffice was on the west side of Main Street south of the Sterling Hotel and was a one-story wooden building. In 1846 Samuel Niles entered the drygoods business on the south side of Wall Street, also opposite the City Hotel. About this time E. Birdsey announced that he had formed a partnership with C. G. Birdsey. During the first decade of the city's existence the drygoods trade increased greatly and only three of the firms existed that were in business in 1838—Hubbell & Thompson, who had moved to No. 1, Sterling Place; E. Birdsey and Henry Shelton. Of these Shelton was the oldest.

DRUGGISTS

Probably the first drugstore in Bridgeport was that of Thomas Cook Wordin, who located in the old Company Block when it was erected in 1813. Prior to that time his business was located a few rods east. The Company Block, as mentioned before, was on the north side of State Street at the corner of Main. In 1838 the business was turned over to his son, N. S. Wordin. Just when Joseph Thompson came from Stratford and located in the drug trade on Water Street between Bank and Wall cannot be said, but in 1838 he had been active for a number of years. Mr. Thompson trained many men in the knowledge of his trade and made of them successful in this particular line. William B. Dyer was also one of the early Bridgeport druggists and continued in the business many years, or until the time of his death. In 1838 he was probably located on Wall Street.

One of the first pupils of Mr. Thompson was Henry Blakeman, who announced in 1838 that he "had taken a store opposite the Washington Hotel on Wall Street." In 1840 Joseph Thompson associated with him as partner William J. Shelton, under the firm name of Thompson & Shelton. Shelton also learned the drug business behind Thompson's counters. A little later a new drug firm, Aymar & Dyer, located in No. 7, Exchange Place. William B. Dyer still continued in business. The firm of Thompson & Shelton was dissolved about 1843 and Thompson continued alone. About the same time the firm of H. Blakeman & Company passed out, and was succeeded by S. P. & J. B. Tomlinson. William Shelton, after leaving the partnership with Thompson, opened a store of his own on Main Street. In 1844 Aymar & Dyer dissolved and the stock sold to Thomas Lord. Another firm, Thatcher & Company, "At the Sign of the Big Whale," started on Water Street in the same year.

Thompson was burned out in the fire of December, 1845. He was United States Collector of the Port under President Tyler and on May 5, 1845, stated in the paper: "Having been Polk'd into private life and being perfectly resigned to my fate, I have thrown myself upon my 'reserved rights' and intend prosecuting the drug and paint business with renewed energy." Later he wrote: "The Eye Water business carried on as usual, but as I have no personal use for it myself I should like the privilege of supplying the unsuccessful competitors for the Collectorship should they have need for so potent a remedy for affections of the eye." After the fire Thompson opened

an office under the Connecticut Bank, where he compounded prescriptions, being a joint tenant with William H. Noble, who had a law office there. This he called the Peoples' Drug Store.

The drug trade of those days was principally the sale of patent, or proprietary, medicines. Every druggist had his particular brand of medicines and advertised that none were genuine unless bought of him. Like many other business men of the time the druggist was an agent; in other words, a particular line of goods was not sold by all, but by only a single one. This was considered the metropolitan method of conducting business then. This is largely the custom now; for instance, the Rexall stores and the Nyal stores.

JEWELERS

John C. Blackman was among the first to locate in Exchange Place, occupying the south half of No. 2. Charles Youngs was at the same time engaged in the trade at No. 8, State Street. He had previously been in partnership with Levi Clark. A. Blakeman also worked at this business on State Street. In 1845 Fitch & Wordin announce themselves as engaged in the jewelry business on the "west side of Main Street, head of Wall, one door north of the Sterling Hotel."

BOOKS AND STATIONERY

Lambert Lockwood was probably the pioneer in the book business in Bridgeport, although book publishing was carried on here even before 1800. A. Fowler and J. B. Baldwin were also engaged in the business. S. W. Hatch in 1843 carried on a magazine agency in connection with a dyeing agency. B. Blakeman & Company advertised a book store in 1843. In 1844 Samuel W. Baldwin advertised book binding. By 1845 the book trade centered in J. B. Sanford and S. W. Baldwin. William B. Oakley became associated with Sanford in September of that year.

MERCHANT TAILORS

In 1838 the only merchant tailors in Bridgeport were William E. Booth and Edward Briggs, whose shop or store was on State Street opposite the N. S. Wordin drug store. In 1842 Booth was alone in the business, but in the same year William C. Gibbs & Company opened a "New Cash Tailoring Establishment" on Water

Street, three doors north of Wall Street. Also S. M. Middlebrook advertised as a merchant tailor. C. Kelsey in 1843 claimed to be a "commission draper and tailor." G. C. Lewis was another engaged in the business at this time. By the end of the year 1846 the tailoring business was conducted in Bridgeport by S. M. Middlebrook, E. S. Hawley & Company, Charles Kelsey and G. W. Forbes. In a measure, the tailoring business had been combined with the sale of drygoods, there being no custom tailors such as we know now.

BOOTS, SHOES, HATS AND CAPS

During the first years of the city these articles were generally sold together, proving that with the dignity of city government the old "general store" had lost much of its caste. Business was becoming more specialized in every line.

In 1838 Samuel LaForge had a shop of this character at No. 2 Phoenix Block, and Rodney Curtis at the Bridgeport Center Store, probably on Water Street. LaForge was succeeded by Charles Bristol. Daniel B. Oviatt had a store at the sign of the "Big Boot," on the west side of Main Street. Samuel Hodges was yet in business as he had been for almost two score years on State.

In 1843 E. C. Spinning was in business, but was burned out in the Washington Hotel on the corner of Wall and Water Streets. Samuel Mallett went into the business at No. 5, Exchange Place in 1843. He soon disappeared from the trade, however. Meeker & Edwards and D. & F. Hatch were later firms, the latter the first to advertise "India rubber shoes." Henry Holt opened up in 1846 on the south side of Wall Street. About this time the sale of hats and caps began to be separated from that of boots and shoes. It appears that the Hatches were the only ones who carried all four items together continuously. George Wade appeared in 1846 as a hat and cap merchant exclusively.

GROCCERS

This trade in the early days of the borough was carried on both in wholesale and retail. The conditions of the business demanded that such be the case. The most of the business was a matter of barter or the exchange of stock for farm produce, which was shipped by packet to New York and Boston. The wholesale trade was principally the taking of produce at the store.

Charles Mallett was one of the earliest retail grocers who located on Main Street, where he erected a store at the foot of Cannon Street about 1837 and there continued in business for many years. The retail grocers at the time, outside of the trade center of the city, were very few and widely separated. In 1840 Willial A. Olmstead stated that he had "opened a new cheap cash grocery store on State Street in the store one door east of the high school house, formerly occupied by Isaac Wilson." In 1843 William L. Peet moved his store to the corner of Main and Bank Streets, where he also carried on a bakery side line.

In 1845 Levi Parrott and Herrick A. Sutton succeeded to Peet's business at the same stand. D. Wheeler in July, 1845, advertises at No. 3, Exchange Place, and in September George S. Stratton announced that he had purchased the stock of John C. Shelton. In October Cornelius Benedict announced that he had closed up his store in East Bridgeport and taken the store on Water Street between Bank and State, where he intended to carry on the grocery business on "Washingtonian principles." This meant that he would conduct a "temperance" store, no liquors of alcoholic content permitted to be sold. In March, 1845, J. B. Tousey started in the business on Wall Street. A short time afterward, though, Henry Hall purchased Tousey's stock. John H. Whiting, who was burned out; Niles, Thorp & Company; T. Ransom & Company; Henry M. Hine; William G. Stevenson; H. W. Chatfield; W. W. Holcomb; Parrott & Sutton; Starr Beach; Burr Goodsell; Capt. Eliada Baldwin; Hall & Burroughs; and Edward Hubbell were other prominent grocers, wholesale and retail, of the time, many of whom were forced to move from place to place on account of the fires which were prevalent in the days of frame buildings.

HOTELS

After abandoning the old Washington Hotel at the corner of Wall and Water Streets, Capt. Munson Hinman opened the City Hotel in the new Phoenix Block on the west corner of Wall and Middle Streets. This was in the spring of 1842. The Washington Hotel was converted to business uses, but was consumed by fire the same year.

On June 27, 1842, Henry Barnum and Eliud W. Fairchild announce as "having taken the well known and popular establishment, the Sterling Hotel, Main Street" and ask for patronage to the newly

fitted hostelry. On March 15, 1845, Philo F. Barnum, who was the landlord of the Bridgeport Hotel, northwest corner of State and Main, announced that hereafter he would conduct only a strict temperance house. At this period the Washingtonian principles were strongly in force in Bridgeport, although it is an acknowledged fact that the temperance hotels, even then, did not fare so well financially as did those permitting intoxicating liquors on the premises. In 1846 George S. Wells, whose oyster saloon and boarding house was burned in the fire of the previous December, announced that he had charge of the Franklin House, which was formerly the Bridgeport Hotel, and had changed it to an anti-temperance house. As he stated: "The Bar is removed to the basement, where refreshments of all kinds, Oysters, Ice Cream, etc., can be obtained at all reasonable hours. On the second floor the proprietor has fitted up his rooms with special reference to the accommodation of pleasure parties. It is his wish to make his upper saloons a place of fashionable resort, and ladies and gentlemen will find the rooms cool and agreeable, the refreshments the best quality, and the strictest order will be maintained."

The P. F. Barnum mentioned above was a half brother of P. T. Barnum and a cousin of Henry Barnum.

OTHER TRADES

In the early '40s L. & L. B. Sterling, Porter, Booth & Company, and Lockwood & Zane monopolized the business of selling crockery, glass and tinware and stoves. The principal place of business of the Porter, Booth & Company was on the later site of the City National Bank Building. L. & L. B. Sterling were on the south corner of Water and Bank streets, but were burned out in December, 1845, and thereupon dissolved. Lockwood & Zane were on Water Street, the second door north of Bank. They also were burned out in 1845, but afterward resumed business.

Edwin Porter, Wyllys Lyon, Thomas Hawley and David N. Hawley were the principal hardware dealers of the day. Edwin Wood, Frederick Lockwood, Nathan Buckingham, Sterling & Hubbell, D. D. Lockwood & Company and Thomas E. Waite dealt a great deal in furniture and upholstering during this business era. Charles Bostwick, Gregory & Company, J. B. Merritt and Roswell Lewis were coal dealers and Z. Sanford & Company, A. Hawley & Company and Hawley & Smith were lumber dealers. Stone and

marble was carried by John S. Benham and Stephen Silliman, also William S. Atkinson. The iron trade was apparently confined to Brooks & Lewis and Sherwood Sterling, both firms being located on the east side of Water Street below Wall. Robert Linen was a brick manufacturer and the only one within the city limits. Pearl H. Sperry, Elisha Hubbell and Moses Mills were engaged in the novel trade of installing patent cement cisterns.

SUMMARY

It is a regrettable fact that Bridgeport's commercial history cannot be traced in detail from 1850 until 1917, but very quickly after the days described in the foregoing paragraphs business houses and all kinds of trade establishments multiplied here in such numbers that the task of enumerating them would be impossible. From the meager beginnings described, however, some of the largest mercantile establishments now in Bridgeport have grown and the principal ones of these have been described separately in Volume II of this work.

It has been the purpose in dealing so minutely with the early business of the city—in the village and borough days as well—to show the character of the trades, the identities of the individuals, and the difference in old methods as compared to the present, also the character of the products sold. Business was not then based upon the solid foundation as it now is, as shown by the many enterprises, the changing partnerships, etc. Business then might have been called a neighborhood affair entirely. A man did not hesitate to sell goods for a time, then sell out completely, rest awhile, purchase a small stock of some kind of goods and go back into active business life. Now it would take years to reinstate oneself in the commercial life of the community were such a procedure followed, but then it was simply a case of inserting a card in the columns of the local newspaper announcing that business had been resumed at the old stand or elsewhere.

CHAPTER IX

INDUSTRIAL BRIDGEPORT

If a Bridgeport citizen were asked the question: "Why has the City of Bridgeport doubled her population every decade for the last twenty years?" he would, without doubt, credit the phenomenon to the marvelous growth of the city's manufacturing. This has been the chief and foremost reason for the transformation of Bridgeport from a small city of 43,866 people in 1890 to a city of 173,000 in 1917, thus making her the largest community in the state and one of the largest in New England. There are other factors which have contributed to this change, it is true, but to the above the predominance of credit must be given. Increased transportation facilities, larger foreign immigration and bigger markets have affected the city materially, but these very facts are themselves attributable to the growth of manufacturing.

The Bridgeport citizen is a man of indomitable energy, keen perceptive powers, strong courage and modern ideas, and to him is due many things which have become a part of Bridgeport within the last ten years. His work is well expressed in the Bridgeport Chamber of Commerce, an organization devoted to the problems of business life and to the securing of adequate co-operation in solving the same. In the Bridgeport Progress, the chamber of commerce publication, issue of June 1, 1917, is the following paragraph relative to the manufacturing interests of the city:

"The tax assessments on the list of 1916 as compared with those of 1915 show the remarkable growth of Bridgeport's manufacturing facilities in the course of a twelvemonth. In 1915 the assessed value of mills and manufactories was \$17,479,478. On the tax list of 1916 these appear as \$19,263,724, showing an increase of \$1,784,246. This means a permanent solid enduring addition to Bridgeport's commercial facilities in manufacturing. A similar phenomenal increase is shown in the city's investments in mechanical and manufacturing operations. This investment was, in 1915, \$25,537,952. For 1916 the figures show \$36,374,086. This increase of \$10,836,134 in the

amount invested in manufacturing operations gives a faint idea of the progress which Bridgeport has made as a manufacturing center."

In 1917 the principal industry of the City of Bridgeport is the manufacture of munitions and ordnance. The World War, with its stupendous demand for military supplies, has caused this branch of Bridgeport's manufactories to grow with unprecedented speed. To use an unneutral figure, appropriate if not acceptable, Bridgeport has been called the "Essen of America." More of the munition works of the city will be told in a later paragraph.

Before reviewing the present-day factories, something must be said of the first industries of Bridgeport, the small beginnings of different manufacturing enterprises on the Pequonnock.

FIRST INDUSTRIES

The first industrial enterprises of Bridgeport were not inaugurated for the purpose of promoting the growth of the city, but to supply the most urgent needs of the people.

Hat manufacturing was among the earliest of these efforts. Thomas Gouge came here in 1792 and began his business in a shop on the corner of Middle and Beaver streets. Reuben Tweedy came from Danbury in the year 1793 and followed the same trade; his brother, Smith Tweedy, joined him soon after. Their shops were on Middle Street, north of Beaver. (Beaver Street is now Fairfield Avenue.) They first made hats of fur bodies for the New York markets, but later machinery was secured for manufacturing wool bodies, napped with fur and termed "napped" hats. Gouge employed a half dozen men, while the Tweedy brothers carried on a larger business, having from twelve to twenty men in their employ, aside from apprentices. They opened a branch house at Charleston, S. C., and another in Pittsburg, Pa.; the former was soon abandoned.

Samuel Hawley, Jr., who learned the trade from his uncle, Nathan Seeley, of Bethel, operated on Main Street near Gold for a short time, his career cut short by death in 1826, when he was but a young man. George Wade, formerly an apprentice, purchased the business of Smith Tweedy in 1826 and after two years sold out again to Curtis Beardsley. In 1830 Wade bought the place of Reuben Tweedy and then the firm became Beardsley & Wade. Among their employes was a man named Gilson Landon, who was an expert in the manufacture of silk hats. In this way the firm introduced

this feature into Bridgeport. In 1837 Wade sold out his interests to Landon, then the firm of Beardsley & Landon continued until 1841. At this juncture the business was closed in Bridgeport.

The manufacture of pewter ware was another early industry of Bridgeport and was conducted on the site of the old mill at Old Mill Green. B. and W. Stillman & Company, composed of Benjamin and Wyllys Stillman and Capt. Nathan Sherman, purchased the old mill site in 1814, then without a building standing, and there erected a mill, where they engaged in the manufacture of pewter cups, spoons, plates, forks, knives and buttons. Sherman shortly withdrew from the company, then there was added the making of syringes and other small articles of pewter. The business of wool-carding was later added, and still later, cloth dressing. Then another side line—the cutting of dye woods for market—was introduced.

The manufacture of shirts occupied a prominent place among the pioneer Bridgeport industries. This business was begun here in 1836 by, it is believed, David and Isaac N. Judson. They owned a clothing store in New York City, with a separate department for shirts. Here shirts were cut out and sent to their sister, Caroline Judson, of Old Mill Green, who gave them to the women of the vicinity, who in turn sewed the pieces together, laundered them, and returned them to be sold at retail. Shortly this business grew to such an extent that some sort of organization became necessary. Wyllys Stillman became the superintendent and the work was conducted in the mill building at the head of Pembroke Lake, which was used for many years as a storehouse and laundry. The new superintendent gave the work out to the women of the community, but later entered the business for himself, doing his own advertising and traveling. W. M. Stillman, who served his apprenticeship in the Judson establishment in New York, prepared the first patterns, cut them, sent them out and received the finished work.

Thaddeus Barnes came here from New Haven in 1849 and began the manufacture of shirts for C. B. Hatch & Company, of New York, at 360 Main Street. In 1853-4 Barnes constructed the original building of what later became the Burlock Shirt Factory on Golden Hill. The springs of soft water on the hill, which were ideal for laundering purposes, attracted him there. He also introduced the use of Wheeler & Wilson sewing machines and was the first to apply steam power for running them. C. B. Hatch & Company took over the factory in 1858 and operated it until 1861.

The manufacture of leather was established in Bridgeport about 1845, when S. J. Patterson commenced to make patent leather to meet the demand for carriage tops, boots and trimmings. In 1849 he was joined by Stephen Tomlinson and together they formed the Bridgeport Patent Leather Company.

House furniture was made in Bridgeport from the earliest days. High post bedsteads, high back chairs, cupboards were luxuries, so necessarily the first articles of furniture made were plain beds, chairs, tables and drawer-chests. The humble cabinet-maker and wood-worker first made the furniture, also the ever needed coffin, made of cherry or white wood, of conventional shape, and with a name-plate tacked on the lid with brass-headed tacks.

The first known cabinet-maker in Bridgeport was William H. Peabody. Lemuel Hubbell followed the trade here for many years alone, using a windmill to turn his lathe. F. W. Parrott learned the trade from Hubbell and is given credit for making the first sofa in Bridgeport. A New York man named Finch occupied a large shop on Main Street south of State for a few years. About the same period William B. Thomas was in the same business on Bank Street, with Fenelon Hubbell as his apprentice. Hubbell afterwards joined Parrott and they established a shop and salesroom on Main Street about where Cannon now enters. Carlos Curtis succeeded to Thomas' business and enlarged the shop on Bank Street. Parrott later started anew on North Washington Avenue and Hubbell and Curtis went in together. Parrott later still changed his business to the making of varnish. Frederick Lockwood and Nathan Buckingham commenced the business together in 1838, which quickly grew to one of the largest manufacturing plants of Bridgeport then.

Carriage making was another early industry. Prior to 1833 it was confined to the small establishments of Carier & Porter on Middle Street and Mott & Burr on Clinton, near the corner of North Avenue. Stephen Tomlinson, David A. Wood and Jeremiah Judson went together and erected a factory on Broad Street, near the head of Cannon, at that time and there conducted a highly successful business. About 1834 the first steam power was used in connection with the carriage business. David and Ebenezer Wheeler put up a James engine, a sugar-loaf boiler, in two parts, with conical top, and kept in place by its own weight. Mott & Burr then moved to State Street and enlarged their business. Other firms in this line of manufacture were: Haight; Hurd, Fairchild & Company; Burr &

Haight; George Keeler; the Union Carriage Company; Brewster & Company; Haight & Hubbell; and the Messrs. Nichols.

Saddlery manufacture began here before the nineteenth century. William Peet, an early settler, was a tanner and saddle maker. His home was on State Street and his tannery stood on Broad Street, west side, between John and Cannon. That he established his tannery before 1800 is proved by the fact that Sheldon Smith, of Derby, born in 1791, entered as an apprentice in 1805 and soon after became a partner.

William Wright was another early saddler. In 1816 the firm of Smith & Wright was established in a store on the wharf at the end of the Bridgeport Bridge. Hanford Lyon came from Danbury to Bridgeport and began the saddlery business in the second story of the new block then at the corner of Main and State streets. He was joined by Lemuel Coleman. Afterwards the Fairchild brothers of Trumbull, who were manufacturers of saddle trees, joined Lyon in the business here. The Fairchilds owned two stores on the east side of Water Street near the foot of Wall and into one of these the firm of Fairchild, Lyon & Company moved. Between this firm and that of Smith & Wright a vigorous rivalry arose, which resulted in a compromise in 1821, whereupon the latter firm removed to Newark, N. J., and the former remained in Bridgeport. About 1828 the Fairchilds retired from the saddlery business and the firm was changed to Lyon, Wright & Company. Wright retained only a small interest, which was represented by H. K. Harral, who afterward acquired the same. A short time after 1837 Harral was one of the principal owners. Other saddlery firms were: Seth B. Jones & Company; I. and L. Sherman; Levi Hawley; Wade, Crosby & Company; and S. F. Hurd & Company.

The mechanical industries were well represented in Bridgeport, particularly during the '40s. On May 16, 1842, under the head of "New Arrangement," it was announced in the papers that "David Wheeler, having taken into co-partnership Levi Parrott, the foundry and machine business will be in future conducted under the name of D. Wheeler & Company. Having experienced workmen in both our foundry and machine shop, we are prepared to furnish those who favor us with their patronage with castings and machinery manufactured in a superior manner. Steam engines and boilers, mill gearing of every description, horse power threshing machines, and every kind of work in our line. Constantly on hand, horse and ox plows, plow castings, cart and wagon boxes, oven mouths, sinks,

well pulleys, sash weights, etc." Their place was called the Bridgeport Foundry and was located near the railroad depot.

On June 5, 1845, Ebenezer Wheeler advertised as a machinist and axletree manufacturer. His shop was on Cannon Street.

On January 1, 1846, there was announced the organization of the Spring Perch Company, with a capital of \$25,000, for the purpose of manufacturing "Tomlinson's Patent Spring Perch for carriages." Eli Gilbert, Joseph C. Lewis, Samuel W. Phelps and Edwin Porter, Jr., were share holders in this concern. On January 10th the dissolution of the partnership was announced by Eli Gilbert and George Sterling. At the same time it was advertised "That the Spring Perch Company having purchased of Eli Gilbert his manufacturing establishment at Bridgeport, and also the patent right for manufacturing Tomlinson's Patent Spring Perches for carriages, are now prepared to succeed him in said business." It is probable that Joseph C. Lewis purchased Sterling's interest in the firm of E. Gilbert & Company and that the business was converted into a joint stock corporation. Sterling sold out to accept the position of treasurer of the Bridgeport Savings Bank and Lewis at the same time sold out to Brooks & Lewis, iron merchants on Water Street.

On April 7, 1846, the partnership heretofore existing between Stephen Tomlinson, David A. Wood, Russell Tomlinson and Frederick Wood was dissolved. On April 1st the joint stock company of Tomlinson, Wood & Company, with a capital stock of \$100,000, was organized. It was announced: "The object for which this company is formed is for the purpose of manufacturing and dealing in carriages and all articles of merchandise connected with the same." The corporation was located on the southwest corner of Broad and Canon streets. Mr. Tomlinson withdrew and the firm became Wood Brothers, and did a large business till 1879, when it was succeeded by the firm of Hincks & Johnson.

This leads up to the period of the '70s and '80s, when the City of Bridgeport began to expand in manufacturing. Some of the large concerns, such as the Warners Brothers Corset Manufactory, had been established, but there were many other companies engaged in business, which have either been absorbed into present day corporations or else went out of business altogether. There was the Bridgeport Corset Company, the proprietors of which were: I. W. Birdsey and Company. They occupied at first a room in the Howe Manufacturing Company, until the fire of December, 1883, when they moved to what was known as the Frary Cutlery Building.

About three hundred persons were employed in this factory and their capacity was about one hundred and fifty corsets per day.

The Thomson, Langdon & Company were manufacturers of corsets also. The proprietors were: Charles H. Langdon and W. A. Nettleton. The company was established in 1876. The plant was located at the corner of Railroad and Myrtle avenues and about three hundred and fifty hands were employed.

H. W. Lyon was a corset manufacturer at 88 Middle Street. He began business January 1, 1885, making the "Crown" corset. He had ventured in 1880 to try the trade for himself, after being employed with the Thomson, Langdon & Company.

Jerome B. Secor manufactured sewing machines on the corner of Broad Street and Railroad Avenue. He came to this city in the fall of 1870 from Chicago, Ill., with the Secor Machine Company. This company was dissolved in 1876 and he continued to manufacture machines in his own name. He employed about one hundred persons.

The Bridgeport Paper Box Company was located at 76 Middle Street and was established January 1, 1877. The firm consisted of E. L. White of Bridgeport and E. W. Smith of Waterbury.

Ives, Blakeslee & Company were manufacturers of toys and novelties and were located on the corner of Broad Street and Railroad Avenue. The company was established by E. R. Ives and Cornelius Blakeslee in the spring of 1868. In 1880 E. G. Williams of New York was added to the firm.

B. McGovern was a prominent manufacturer of tools and machines. He was a machinist, dye maker, and manufacturer of automatic and special machinery. He also made Brook's Patent Combination Padlock and Reinhardt's Numbering Machine. He made a number of articles of his own invention, including the "safety stirrup" and "Cowboy's friend," also the "anti-rattlers." His shop was located at the corner of Noble and Sterling streets.

The Bridgeport Knife Company was organized in 1876 and was located on East Washington Avenue and Hallett Street. They manufactured table knives and forks in many styles. Their business extended to many ports over the world.

Glover Sanford & Sons were hat manufacturers at 318 Crescent Avenue. The members of the company came from Bridgewater, Conn., where the elder had manufactured hats from the year 1823. In 1877 they purchased the site and buildings known as the Williams Silk Mills and there constructed their buildings. Although this was

one of the best protected factories in Connecticut, having a sprinkler system, the whole plant was later destroyed by fire, an account of which may be found in another chapter.

The Bridgeport Power Company, which was on the corner of Water Street and South Avenue, manufactured squares, also furnished power and space for other manufactories. In this building was located the Bridgeport Tack Works, which was established in September, 1884, by E. Gowdy. W. E. Fitzgerald, established 1884, manufactured button hooks and other specialties in the same building. Here also was the Diamond Saw Company and the Compressed Paper Box Company. The latter company was started here on December 1, 1883, with a capital stock of \$50,000. Amos S. Treat, W. E. Baillie and Jonathan Godfrey were prominent in this concern.

The Ashecroft Manufacturing Company came to Bridgeport from Boston and during the winter of 1885 erected a building. They specialized in the manufacture of brass goods.

The Knapp and Cowles Manufacturing Company were the successors to the Cowles Hardware Company, and they to David A. Keys. The latter was the first manufacturer in America of the mincing knife. The Knapp and Cowles Company came to Bridgeport and began the erection of a factory on Railroad Avenue and Garden Street in July, 1884, and in November began business. They made screw drivers of all kinds, the mincing knife with twenty-four varieties, garden tools, clothes line hooks, awls, carpet stretchers, etc.

The David M. Read & Company, although merchants, were prominent carpet manufacturers. Mr. Read, with his brother, Charles A., began the manufacture of ingrain carpets with two hand looms, located on Water Street. Afterwards they purchased a location on Middle Street and increased the business until they were running twenty looms. A stock company was formed, known as the Read Carpet Company, with a first capital of \$55,000.

The Bridgeport Malleable Iron Company was located at the corner of Railroad Avenue and South Street. This business was first established in Bridgeport by Henry Atwater, from Naugatuck. In January, 1879, a stock company was formed. The company manufactured malleable and gray iron castings.

The Bridgeport Organ Company, located on the corner of Railroad Avenue and Hancock, was established June 1, 1877, by J. T. Patterson. Organs and other musical instruments were made, many of them by special orders.

The W. B. Bostwick & Company manufactured vegetable ivory buttons. Bostwick came here from New Milford in 1884 and formed a partnership with D. B. Seward.

The Standard Card and Paper Company was established June 1, 1884, with a capital of \$5,000.

The Bridgeport Silk Company was started October 1, 1882, with M. C. Patterson as proprietor and manager. He manufactured dress, carriage, umbrella and upholstering silks, also specialties.

The Cornwall and Patterson Manufacturing Company were established the first of October, 1879, and made piano and organ hardware, also baseball goods. J. B. Cornwall was president and manager.

The Bridgeport Steel Cutlery Company began in March, 1886, and made shoe shanks, nails and general steel work.

The Wilmot & Hobbs Manufacturing Company, corner of Railroad and Hancock avenues, was established in October, 1884, with a capital stock of \$125,000. They manufactured cold rolled iron in all forms, carriage axle boxes, steel bells and gongs, bicycle rims and felloes, and many other articles. In 1901 this company was absorbed by the American Tube & Stamping Company of Bridgeport.

The Pembroke Iron Foundry, manufacturers of gray iron castings, was located on the corner of Barnum and Hallett streets. In March, 1872, this company was located here, occupying a complete square. The plant was started under the firm name of Wilson, Parsons & Company. In 1881 Robert E. Parsons and Anson H. Landon became the owners.

The Hatch Brothers Company, devoted to the manufacture of pocket cutlery, novelties, dies and tools, was established by Messrs. Sackley and Undy in 1885, and was purchased by G. C. Hatch later in the same year. The company was located at the corner of Railroad and Norman.

The Chaplin Manufacturing Company, started in 1886, was located near the depot, there making anti-friction bearings for machinery and horse-cars.

The Follansbee Machine Works was begun January 1, 1884. The proprietor, John S. Follansbee, made light machinery on orders.

The Coulter and McKenzie Machine Company occupied part of a building at the north end of the depot and did a general machine business.

Giles and Clancey's Iron Foundry was located at the corner of Water and Golden Hill streets and was established in January, 1876.

John Hamilton started the making of plumbers' brass goods here in January, 1871, and was located at the corner of Middle Street and Golden Hill.

Hotchkiss and Malliband were on the same corner with Hamilton, coming in 1885. They made fancy colored leathers.

J. Neal, also on the corner of Middle and Golden Hill, came in 1883. He manufactured white metal and britannia goods, especially cane and umbrella heads.

The Watson Iron Works, East Bridgeport, was established on January 1, 1884, succeeding James Watson, Jr., who had been here four years. The company made castings and iron toys.

The House Corset Machine Company was incorporated January 1, 1883, succeeding J. Alfred House. The manufactured products were corset machinery and embroidery work for corset companies. An extensive export trade was conducted with England, Ireland, France and Germany.

The B. Goodman Manufacturing Company was established in 1886 for the manufacture of elastic webbing, suspenders, buckles and similar goods. The plant was located on Knowlton Street.

The Holmes and Edwards Silver Company was incorporated in 1882 and were manufacturers of flat ware alone.

Couch & Wisner were makers of ladies' and children's fine shoes. This business was established in 1870 by Ansel H. Couch, on Fairfield Avenue, and in 1878 Wisner became a partner. The business was continued on Fairfield Avenue until 1881, when a removal was made to the factory at 430 Water Street.

The Farist Steel Company was organized at Windsor Locks, Conn., in 1860, but in 1872 removed to Bridgeport, locating at the southern end of East Main. The company made all kinds of cast steel, hammered and rolled spiral and elliptic car springs and pattern railroad forging.

The Pacific Iron Works, P. H. Skidmore & Sons, was established as a stock company in 1853, in which form it remained until 1860, when Skidmore came into possession of the plant. The business consisted of steam engine building, boiler making, iron founding and machine work.

The Eaton, Cole and Burnham Company was a very prominent manufacturing institution of the '80s. E. G. Burnham was the founder of the business, coming here in 1860, soon afterward engaging in the manufacture of brass and iron valves, also goods used for steam, water and gas. In 1875 the business had grown to such an

extent that he associated with the firm of Eaton & Cole, of New York, similar manufacturers. This plant was located on Water Street, through to Main Street, and employed over five hundred people.

The Bridgeport Cart Company was established in the city in 1883 by F. L. Perry, the inventor.

The Bridgeport Button Works, which were located at 249 Water Street, was established in 1864 and was a stock company until 1868, when James E. Donnelley bought it, changing it from a "company" to a "works."

The Bridgeport Spring Company, Main Street and East Washington Avenue, made carriage and wagon springs of all kinds. The company was incorporated in 1864.

The Bridgeport Forge Company was organized in January, 1883, with a capital of \$150,000 and was located at the foot of Howard Avenue. Charles H. Pierce was president; William F. Pinkham, secretary and treasurer; and Benjamin Fletcher, Jr., superintendent. They manufactured wrought iron and steel forgings of all kinds.

Other industries of the period were: The Bridgeport Paper Company, 1883; Wheel and Wood Bending Company; Wales Wheel Company; Bridgeport Coach Lace Company; Bridgeport Elastic Webb Company; and the Bridgeport Copper Company.

The Bridgeport Boiler Works were established by Humphrey, Watson & Company in 1866 and continued so until the death of Mr. Humphrey in 1872, when the firm became Lowe & Watson. The company made boilers for propelling steam engines, making a specialty of the Lowe boiler and feed water heater.

Greenwood & Arnold, on Cannon Street, were manufacturers of cans. They came here from New York in 1883.

The American Photograph Company was organized in 1867 by F. W. Smith, D. H. Hollister and B. K. Mills. By permission of the secretary of the United States Treasury they made photographic copies of all U. S. paper money to be used in "Naramore's Bank Note Detector." R. C. Naramore was photographer and George C. Waldo, superintendent. Their place was on Cannon Street.

The Monumental Bronze Company was organized and established in Bridgeport in 1874, and was located on the corner of Barnum and Hallett streets.

The Joseph Keller and Company, makers of square and upright pianos, was established here in 1884, and occupied quarters in the coach lace factory.

Hincks & Johnson were manufacturers of heavy carriages, such as coaches, landaus, coupes, hansom, etc., and were established in the city on Broad Street in May, 1879, as successors to Wood Brothers. David Wood, one of the former owners, was one of the first makers of heavy carriages in this country, beginning in 1828 under the firm name of Tomlinson, Wood and Company.

The White Manufacturing Company first made coach lamps, carriage mountings and hardware. This business was started in 1832 by Rippen and Sturges, who were succeeded by George Rippen, he by White and Bradley, and then Thomas P. White & Company. This firm was merged into the White Manufacturing Company, which was organized as a joint stock company in 1861, with a capital of \$40,000.

PRESENT DAY MANUFACTORIES

It is the purpose in presenting this review of the present day manufactories in Bridgeport to give a comprehensive description of the principal features of each. In some cases only meager description is possible, due to the lack of facts, in each case unavoidable, while in other cases the history of the manufacturing company has been prepared or edited by the company itself. For reasons of convenience the factories are presented in alphabetical order.

The Acme Shear Company was established in Bridgeport in September, 1882, with a capital stock of \$5,000. The product of this plant at first consisted of shears of all description, nut crackers, ice picks, lemon squeezers and kindred products, also Wilson's patent screwdriver. From the first a large export trade was conducted. In 1917 this factory, located at Knowlton, Hicks and Joseph streets, is the largest shear manufactory in the United States. The company was incorporated in 1882 and now has a capital stock of \$500,000. The officers are: Dwight Wheeler, president; Frederick D. Baker, vice president; David C. Wheeler, treasurer; Dwight C. Wheeler, secretary and assistant treasurer.

AMERICAN CHAIN COMPANY

The Weed Chain Tire Grip Company was incorporated in 1906 with a capital of \$10,000 to manufacture Weed Tire Chains.

In the development of the practical details of the business on a basis consistent with the increased distribution of Weed Tire Chains,

it soon became necessary to establish a distinct manufacturing department to deal with problems peculiar to their actual production. This was accomplished in 1912 through the formation of the American Chain Company, Inc., at Bridgeport, under the same ownership and management as the Weed Chain Tire Grip Company.

The American Chain Company, Inc., was capitalized at \$750,000, and based its organization on the purchase of the chain business of the Oneida Community, Ltd., Oneida, N. Y., and the Cleveland Wire Goods Company, Cleveland, Ohio. A few months later the Canadian chain business of the Oneida Community, Ltd., was acquired and then in 1913 the Dominion Chain Company, Ltd., was formed to take care of Canadian and export business. Two years later the American Chain Company became the proprietors of the Bridgeport Electro Plate Company and the Bridgeport Metal Treating Company.

Finally in January, 1916, the American Chain Company, Inc., absorbed the Weed Chain Tire Grip Company and accordingly increased its capital to \$4,000,000. A few months later the organization assumed world-wide proportions by reaching across the Atlantic and acquiring the Parsons Non-Skid Company, Ltd., of London, England. This action was followed in December, 1916, by the purchase of the Standard Chain Company, Pittsburgh, Pa., a concern owning and operating seven factories and a rolling mill.

The American Chain Company, Inc., now has a capital of \$10,000,000; has factories throughout the United States, in Canada and England, and is the largest chain manufacturer in the world; and has its sales offices in Boston, New York, Chicago, San Francisco, London and Paris.

THE AMERICAN GRAPHOPHONE COMPANY

No history of Bridgeport and its notable development along industrial and manufacturing lines would be complete without extended reference to the American Graphophone Company, which had its inception in Washington, D. C., in 1888. The graphophone was invented in the Volta laboratory in 1886 by Dr. Chichester Bell, brother of Alexander Graham Bell, the inventor of the telephone, and Prof. Charles Sumner Tainter, a scientist. This was the first practical talking machine. Its possibilities were recognized and led to the organization of the American Graphophone Company, as indicated. The growth of the business is almost a matter of marvel.

The plant at Bridgeport today includes $11\frac{1}{2}$ acres of ground space practically covered by buildings. One of the newer buildings is a six-story structure 60 by 324 feet. The other buildings are three and four stories in height. Part of these are of mill construction, all are fireproof and are supplied with sprinkler system. The east plant covers $6\frac{1}{2}$ acres and is of reinforced concrete. The main building is a three-story structure 410 by 80 feet, devoted exclusively to grinding the record material. Pressing and shipping facilities utilize over one hundred thousand square feet of floor space. The new power plant includes a steam plant, a refrigerating plant and necessary equipment and there is electrical installation for using local power. They use the steam for heating and manufacturing. Their employes number 6,000, 25 per cent highly skilled labor and 50 per cent semi-skilled labor, while the others are engaged in ordinary clerical and kindred work. Twenty per cent of the employes are girls. The company manufactures the machines and the records in this plant and the cabinets are made by fifteen cabinet factories, employing about six thousand people in all. There are also additional plants for the manufacture of records in Toronto, Canada, in London, England, and in Brazil. The plant is rapidly doubling its output, for the product is now sold throughout the entire world. The plant will soon have a capacity of 400,000 records per day. The recording department is at No. 101 West Thirty-eighth Street, New York, but the work is developed at Bridgeport. The general and sales offices are also in New York. The business is capitalized for \$10,000,000, of which \$4,806,830 is issued. The president of the company is Francis S. Whitten; P. T. Dodge is chairman of board of directors. The vice presidents are C. W. Woddrop and F. J. Warburton, the latter the treasurer of the Mergenthaler Linotype Company. The secretary and treasurer is C. W. Woddrop and the general manager is John Cromelin, who has been with the company since its organization. The directors of the company are Edward N. Burns Charles W. Cox, Philip T. Dodge, Mortimer D. Easton, William M. Johnson, Edward V. Murphy, John J. Phelps, David St. John, F. J. Warburton, Beekman Winthrop and Van Horn Ely.

The American Tube & Stamping Company was incorporated on June 20, 1899, and at present has a capital stock of \$2,800,000. The officers of this corporation are: C. D. S. Miller, president; C. G. Sanford, vice president and treasurer; P. S. Hill, secretary; and Arthur N. Wheeler, assistant treasurer. The plant, which is one of the largest and best equipped in Bridgeport, is established on Hancock

Avenue. The product of this manufactory is composed of open-hearth steel billets, hot and cold rolled hoop, band, strip and bar steel, nickel-plated steel stove trimmings, rims for automobiles and cycles, etc. In 1901 this company absorbed the Wilmot & Hobbs Manufacturing Company. This latter named company was established in 1877 by the late S. R. Wilmot. A few years later he gave an interest in the production of steel to his son-in-law, Mr. Hobbs, when the firm became Wilmot, Hobbs & Company. In 1884 the business was incorporated under the title of Wilmot & Hobbs Manufacturing Company and in 1894 Hobbs sold out his interest. The plant, even before its absorption into the Tube & Stamping Company, was one of the largest of its kind in the country, using thousands of tons of steel each year and employing an army of men.

The American and British Manufacturing Company, located at 718 Crescent Avenue, was incorporated May 23, 1902, in New York as the American Machine and Ordnance Company. The name was changed to the present form November 28th of the same year. The product of this plant, as suggested by the title, consists of guns, ammunition, steam and oil engines, auto and marine motors. Offices are maintained in Providence and New York. George W. Hoadley, of New York, is the president of the company, and W. E. White, of Providence, is the treasurer.

The Max Ams Machine Company, of Bridgeport, located at the foot of Scofield Avenue, manufactures power presses and sanitary can making machinery. The company was incorporated in 1911 and is officered by the following: Charles M. Ams, New York, president and treasurer; Julius F. Brenzinger, vice president; Emil A. Ams, secretary.

THE ARMSTRONG MFG. CO.

In 1870 Frank Armstrong and Henry House established The Armstrong & House Mfg. Co. for the manufacture of knitting machines and spiral spring goods. This business was soon afterwards taken over by F. Armstrong and carried on under his own name until 1886, when it was incorporated under the name of The Armstrong Mfg. Co. The incorporators were Frank Armstrong, Chas. H. Armstrong and John J. Amory, who became secretary and treasurer. The company continued the manufacture of the Armstrong stocks and dies, and other tools, in which a very successful business had been established by F. Armstrong, both at home and abroad.

In 1888 Mr. Amory withdrew from the corporation, selling his interest to Mrs. Elizabeth Armstrong, who at the death of her husband in 1893 became the president of the company. At the retirement of Mr. Amory, Chas. H. Armstrong was elected secretary and treasurer, which office he still holds. In 1907 Mrs. Armstrong died and David N. Armstrong became president of the corporation.

The goods made by The Armstrong Mfg. Co. are used in all parts of the world.

The Artistic Bronze Company, 2050 Fairfield Avenue, was incorporated in January, 1903, and has a capital stock of \$40,000. The officers are: Dr. J. W. Wright, president; William Winthrop Wright, vice president and general manager; Earnest V. Shaw, secretary and treasurer. The company manufactures cabinet and builders' hardware, brass articles of all kinds, and the sanitary ice cream cone holder.

Something has been said of the Ashcroft Manufacturing Company coming here from Boston in 1885 and erecting a factory building. This company has grown steadily since that time and now is capitalized for \$200,000. A. J. Babcock, of New York, is president; E. M. Moore, secretary; and George D. Branston, treasurer.

The Automatic Machine Company, 113 East Washington Avenue, was incorporated in 1896 and manufactures marine and stationary gasoline engines, lathes, oyster cultivating machinery and special designs of machines. F. J. Kingsbury is president; James Coulter, vice president; A. J. Porter, secretary; Norman Leeds, treasurer and general manager.

The Baird Machine Company was incorporated in July, 1894, and now is capitalized for \$500,000. Charles L. Warner is president and treasurer of this company. The company manufactures all kinds of automatic machinery for making products from wire or sheet metal, also many other kinds of special machinery.

The George C. Batchelor & Company are large manufacturers of corsets, with a plant located at 305 Railroad Avenue. Fully 1,200 people are employed here. The officers are: Edward W. Russell, New Jersey, president and treasurer; Ralph E. Miller, New York, vice president; and Albert Quackenbush, New Jersey, secretary.

The Bead Chain Manufacturing Company was organized in 1914 and in 1916 constructed the present plant at State and Mount Grove. The company was incorporated March 17, 1914. W. Gerald Bryant is the president and treasurer. The product of this company is brass bead chains for all purposes.

The Belknap Manufacturing Company make brass goods for steam, gas and water. The officers are: William L. Belknap, president; C. M. Belknap, vice president; William L. Belknap, Jr., secretary and treasurer.

The Black Rock Manufacturing Company was organized by Guy L. Hammond in October, 1913, succeeding the Black Rock Machine Company, which was organized in 1908. The company manufactures a marine motor for life-saving boats. About seventy people are employed in this plant. The company was incorporated in October, 1915. Mr. Hammond is both president and treasurer and Albert Ketcham is secretary.

One of the prominent manufacturing institutions of Bridgeport is the Bridgeport Body Company, located at 363 Fairfield Avenue. This business was incorporated July 1, 1912, and has a capital stock of \$50,000. The president is Allan W. Terry; James H. Hinman, secretary; and Clarence W. Seward, treasurer. The company manufactures enclosed and touring car bodies, with commercial and truck bodies a specialty. A general repair work is carried on in addition.

The Bridgeport Brass Company was organized in the year 1865, succeeding to the business of Wilmot & Kissam, for the manufacture of hoop skirts. This plant was located at Crescent and Main streets. The company became the second in the United States in the manufacture of seamless brass tubing. With the steady development of the business further attention was given to this, also to sheet brass, rods and wire. The company continues in these lines, with specialties, including bicycle and automobile pumps and plumbing goods. There are two factories in the city—one on Housatonic Avenue of ten acres for the raw material work and the other on Crescent and Main, with six acres. The company is capitalized for \$1,000,000 and is officered by the following: F. J. Kingsbury, president; W. R. Webster, vice president; A. P. Swoyer, secretary and general sales manager; G. P. Miller, treasurer. Swoyer is of New York and Kingsbury of New Haven. The company advertises "from ingot to finished product."

The Bridgeport Chain Company was incorporated in 1887 and now has a capital stock of \$250,000. The factory is located at the corner of Crescent and Bunnell. They are manufacturers of wire, halter, kennel, post and coil, "Monarch," bronze, sash and brass plumbers' chain. Furniture and machinery springs are also made. The officers of the company are: George C. Edwards, president;

G. S. Bryan, treasurer; George H. Edwards, vice president; and A. B. Way, secretary.

The Bridgeport Crucible Company was organized and incorporated in 1887 as a joint stock corporation. A site was secured on Knowlton Street, but in 1893 the plant was destroyed by fire. Immediately the work of rebuilding started and has been continually enlarged to the present size. The capital of the company is \$100,000 and the officers are: W. T. Macfarlane, president; Frank S. Ray, secretary; W. A. Macfarlane, treasurer and general manager. They manufacture black lead crucibles and climax furnace clay.

The Bridgeport Die and Machine Company was organized by Elmer S. and James W. Ogden in August, 1912. The company was located first at 225 John Street, then in the Crawford Laundry Building, and then at 170 Elm Street. Machine work of all kinds, dies, tools and surface grinders form the output of this concern. Eighty people are given employment.

The Bridgeport Elastic Fabric Company was organized in 1900 by Samuel Lownds, Arthur Liggins and Arthur J. Moore. The first factory was at Brooklawn, but in November, 1902, it was moved to 209 Center Street. Elastic fabrics are made, with a trademark of Spencer's Special. The company is now a part of the Everlastik Company, with principal offices at Boston. One hundred people are employed.

The Bridgeport Electric Manufacturing Company was started in 1915 and makes the Geyser electric water heater. The capital stock is \$100,000 and the president is Carl O. Cyrus.

The Bridgeport Hardware Manufacturing Corporation was established as a company in 1895 and as a corporation in 1902. The first location was on Knowlton Street. In 1900 a removal was made to 461 Iranistan Avenue, where a sawtooth factory was constructed. This was destroyed by fire in 1902 and in 1904 the plant was rebuilt. Two hundred people are employed here in the manufacture of hardware specialties such as nail pullers, box openers and wire stretchers. The capital stock is \$125,000 and the officers are: Willis F. Hobbs, president; and Harry B. Curtis, secretary and treasurer.

The Bridgeport Metal Goods Company was organized by Anker S. Lyhne in 1909 at 35 Spruce Street. In 1917 the business was removed to Cherry Street. The product is metal goods from sheet, rod, wire and casting. The company also owns a business called the Usona Manufacturing Company, at 1 Hudson Street, where flashlights are made. Another factory is called the Hotchkiss Fac-

tory. Six hundred people are employed by the Metal Goods Company. Mr. Lyhne is the president of the company; George G. Beers, vice president; and Herman K. Beach, secretary and treasurer.

The Bridgeport Projectile Company was incorporated April 1, 1915. The capital stock is \$2,000,000. The present plant on Union Avenue covers seven acres and was established at a cost of \$2,000,000. There are four buildings—the forge shop, the power house, the machine shop and the gun plant. Guns are made here from one-pounders to those six inches in caliber. Just at present a large order of five-inch guns for the United States Government is under way. Besides the steel guns shells are made in great quantities; in fact, the capacity of the works is from five thousand to fifty thousand shells per day. One three-inch gun per day; two five-inch and six-inch guns per week is the ordinary capacity for this work. Over three million dollars worth of contracts are now made with the Government for supplies of this type, which in the near future will be greatly increased. From three hundred to five hundred men are employed at the Bridgeport Projectile Company. The president is Walter H. Knight; Archibald Tappen, secretary; Carl Heyman, treasurer.

The Bridgeport Safety Emery Wheel Company was started in Springfield, Mass., by Edwin R. Hyde, three brothers, and Daniel T. Homan, in 1880, and was called the Springfield Glue & Emery Wheel Company. In 1890 the business was removed to Bridgeport and the name changed to the Springfield Emery Wheel Manufacturing Company. The first building was on Howard Avenue. Hyde left the concern and started a similar business at 82 Knowlton Street. In 1903 he organized the business under the present title. They manufacture direct current motor driven grinders in seven sizes. Fifty people are employed.

The Bridgeport Screw Company was established in 1911 and the original location was at Union, Central and Williston avenues, occupying an entire block. Over one thousand pounds of screws are produced each day, in addition to kindred products. William H. Farrell is the president and J. W. Seekings, secretary and treasurer.

One of the largest electric manufacturing companies in New England is the Bryant Electric Company, at 1421 State Street. This business was incorporated July 3, 1880. The officers are: Waldo C. Bryant, president and treasurer; E. M. Herr of Pittsburgh, vice president; James C. Bennett of New York, secretary. The com-

pany manufactures Superior wiring devices of all kinds. Branches are maintained at Chicago and San Francisco.

BULLARD MACHINE TOOL COMPANY

The Bullard Machine Tool Company is almost a city in itself with its 1,200 employes, ninety per cent of whom are skilled workmen, contributing to the success of this mammoth enterprise, which is most wisely and carefully directed by men of long experience. The business was established under the name of the Bridgeport Machine Tool Works in 1879 by Edward P. Bullard, Sr., for the manufacture of engine lathes. The undertaking proved a success from the beginning and was incorporated in 1894 under the present name. The first officers were: E. P. Bullard, Sr., president; E. P. Bullard, Jr., vice president; and A. H. Bullard, secretary and treasurer. There was no change until 1906, when Mr. Bullard, Sr., died, since which time the officers have been: E. P. Bullard, Jr., president; S. H. Bullard, vice president; and A. H. Bullard, secretary and treasurer. The plant is located on Broad and Railway streets. The first modern building was erected in 1892, the next in 1899, another in 1904, a fourth in 1910, and others in 1915 and 1916 until the buildings cover nearly an entire block. The later buildings are of reinforced concrete, five stories in height, and are fireproof. Here the 1,200 workmen are busily engaged in the manufacture of vertical turret lathes in three sizes and the Bullard Mult-Au-Matic, developed by the company, in one size. The product is sold to all sorts of metal working industries all over the world and is put upon the market by engineering salesmen. The devices are patented and the quality of the product is indicated by the continuous growth and development of the business. Men are given life employment by this company, whose policy it is to recognize and stimulate employes to put forth their best effort for the benefit of the business, while recognizing that capability means rapid advancement. This company is now expending huge sums of money in equipping their plant for the manufacture of munitions and ordnance.

The Burns & Bassick Company, 38 Austin, was incorporated November 1, 1885. They are manufacturers of furniture trimmings, brass and bronze castings, "Feltoid" casters, automobile hardware and grease cups. The capital stock is \$100,000 and the officers are: E. W. Bassick, president; Wilbur F. Burns, vice president; F. C. Bassick, secretary; W. R. Bassick, treasurer.

The Canfield Rubber Company was founded by Jared H. Canfield of Middletown, Conn., and was incorporated as such in February, 1885, at which time business was begun on Railroad Avenue, at the corner of Myrtle Street, with H. O. Canfield as manager. Three generations of the Canfields have been connected with the business. The H. O. Canfield Company was incorporated July 1, 1904, and is located at 191 Housatonic Avenue. The officers are: Alfred H. Canfield, president; H. A. Mayse, vice president and treasurer; and H. M. Whitney, secretary. All kinds of mechanical rubber goods are manufactured.

The Challenge Cutlery Company was started in 1899 by Walter M. Taussig. The Hatch Manufacturing Company was purchased and consolidated with the Challenge Razor Works, which latter firm had been here since 1889. Mr. Taussig is president of the company and William E. Primrose is secretary and treasurer. Cutlery of all kinds and razors are manufactured at the plant—46 Seymour.

The Coe-Stapley Manufacturing Company, 1565 Railroad Avenue, was incorporated October 5, 1909. The capital stock is \$50,000 and the officers: B. L. Coe, president; E. B. Shumaker, secretary; B. S. Coe, treasurer. The product is sheet metal goods.

The Connecticut Clasp Company was started in 1900, being incorporated in January of that year. Corset steels are manufactured. Frederick Holden of Ansonia is president of the company.

The Connecticut Electric Manufacturing Company was organized in 1906 by A. H. and I. B. Trumbull at Bantam, Conn., to make electric specialties. The firm moved to Bridgeport in December, 1912, and located at Connecticut and Florence avenues, there building a factory of four stories. Switches, fittings and sockets are made and about three hundred people are employed. A. H. Trumbull is president and treasurer; James Trumbull is vice president; and Frank S. Trumbull is secretary.

CHAPTER X

INDUSTRIAL BRIDGEPORT—(Continued)

The Crown Corset Company, 345 Railroad Avenue, employs about four hundred people in the manufacture of corsets. The officers of the company are: Edward W. Russell, president and treasurer; Ralph E. Miller, secretary.

The Crown Paper Box Company was started by William Pope in 1905. He formerly owned the Pope Paper Box Company, but sold out in 1899. Sixty-five people are employed in the manufacture of paper boxes of all styles. The plant is located at 355 Railroad Avenue.

The Curtis & Curtis Company was established in May, 1882, by William D. Forbes, M. E. and Roderick P. Curtis. They established an office in Bridgeport and made the goods in Providence, R. I. In 1883, however, a factory was established in Bridgeport and here they manufactured pipe-cutting machines. They were the first to make geared die stock. The plant is located at 188 Garden Street and about one hundred people are employed.

The G. Drouve Company, 40 Tulip Street, are manufacturers of the Anti-Pluvius puttyless skylights. The firm was incorporated in May, 1896. The officers of this concern are: G. F. Drouve, president and treasurer; William V. Dee, secretary.

The Electric Cable Company was started as the Magnet Wire Company, but became a part of the former about 1904. The factory is located at Bunnell, Central and Crescent avenues, occupying two blocks with five buildings. Insulated wires, cables and conductors of every type are manufactured. The company was incorporated in 1906 and the officers at the present time are: Edwin W. Moore, New York, president; J. Nelson Shreve, Scarsdale, N. Y., treasurer. Four hundred people are given employment at this plant.

The Crane Company of Bridgeport was organized in its present form in 1914, succeeding to the business of the Crane Valve Company, which was organized in 1904. The latter was the successor

of the Eaton, Cole & Burnham Company. The company makes iron and brass valves, cast iron flange and screw fittings, besides many other articles. There are two factories in Bridgeport, one at South Avenue built in 1907, consisting of sixty-four acres. The general offices of this company are in Chicago, Ill., while there are fifty branch wholesale houses scattered over the United States. Fully 3,000 people are employed by this corporation in the City of Bridgeport.

A Special Machinery Company was started by James W. Grant about 1892, for the making of hooks and eyes, rat and mouse trap wires, paper clips, clasps, etc. The Grant Manufacturing and Machine Company, located at 90 Silliman Avenue, was incorporated June 14, 1904, and the capital stock is \$50,000. The officers are: J. G. Kingsbury, president and treasurer; George B. Thorpe, secretary. The product consists of noiseless rotary riveting machines, Grant rotary vibrating riveters, tool post grinders and attachments, registering and counting machine wheels, metal patterns and light contract work of all kinds.

The Gaynor Manufacturing Company was established in the year 1887 and now manufactures sheet metal goods. The capital stock is \$60,000 and the officers as follows: Dennis J. Gaynor, president and treasurer; Arthur C. Gaynor, vice president; Joseph F. Gaynor, secretary. The plant is located at 1476 Stratford Avenue.

The Hatheway Manufacturing Company was organized in 1889 by William E. and George T. Hatheway under the name of the Hatheway Bros. Manufacturers, making metal specialties. In 1905 The Hatheway Manufacturing Company was organized and five years later incorporated with a capital stock of \$100,000. The plant is located on the corner of Railroad and Bostwick avenues and 100 people are employed. Metal specialties remain the principal product of this concern. W. E. Hatheway is president and treasurer of the company; and M. E. Thomson is the secretary.

The Hawthorne Manufacturing Company was established by E. A. Hawthorne with a plant at 35 Spruce Street. The product is the automobile, motorcycle and bicycle lighting systems and projector spotlight for motor cars. Mr. Hawthorne has been interested in the manufacture of metal goods for a long period. His many years of experience in this particular line have resulted in the development of motorcycle accessories and kindred products unsurpassed upon the American market. His patented inventions, some large and some small, are numbered by the hundreds. In this

business he was associated with his two sons. The present officers of the business are as follows: E. A. Hawthorne, president; Edgar W. Bassick, vice president; E. Stewart Hawthorne, secretary; and E. Horace Hawthorne, treasurer. The factory, which is a three-story building of mill construction and supplied with the sprinkler system, contains 60,000 square feet of floor space. They use city electric power and the plant is equipped with the individual motor unit system. The product of this plant, which has been described before, is sold to jobbers all over the United States and is represented upon the road by sixteen traveling salesmen, while the factory itself employs about four hundred people, of whom 30 per cent are skilled laborers.

Albert & E. Henkels, Incorporated, was established in 1909, in August of that year, and incorporated May 25, 1915. The plant is located at 1069 Connecticut Avenue. The company makes laces for interior decorating, for women's wear and trim wash fabrics. All grades of lace are made. There are 450 people who have employment at this factory. Max Henkels is president and treasurer of the company and H. Albert Philips, vice president.

The International Silver Company was formerly the firm of Holmes & Edwards. The company was incorporated November 19, 1898, and is officered by the following: George H. Wilcox, Meriden, president; George Rockwell, Waterbury, secretary; Frary Hale, Meriden, treasurer. The plant is located at 1600 Seaview Avenue. The product consists of silver-inlaid and other high grade silver plated knives, forks, spoons, etc.

The Ives Manufacturing Corporation at 194 Holland Avenue specializes in the manufacture of toy railroad trains, tracks, stations, signals, switches and everything that goes to make up a complete toy imitation of the real thing. The company was incorporated April 15, 1902.

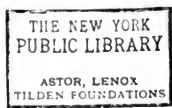
The Lake Torpedo Boat Company was incorporated January 13, 1914, to build the Simon Lake type of torpedo boat. This company also owns the stock of the Lake Torpedo Boat Companies of England, Italy, Russia and Germany. Two shipyards are maintained at Bridgeport and the annual capacity is eighteen boats. The officers are: Herbert S. Miller, Elizabeth, N. J., president; Simon Lake, Milford, vice president; Frank Miller, treasurer; and Clement E. Adams, secretary. The Lake Aeroplane Motor Boat Company was incorporated for the manufacture of Lake's even-keel aeroplanes, air-borne motor boats and air-borne flying boats. For an account of



REMINGTON U. M. C. COMPANY, BRIDGEPORT



PLANT OF THE LOCOMOBILE COMPANY OF AMERICA, BRIDGEPORT



Simon Lake's inventions, including the even-keel submarine boat, see Volume II of this work.

The Locke Steel Belt Company was organized in 1897 by S. D. Locke and James O. Clephane. The plant was first located in New York, but in May, 1899, was moved to Bridgeport, where they rented space of the American Tube and Stamping Company. In May, 1903, a removal was made to South Avenue and Water Street and in September, 1914, a plant was established on Connecticut Avenue at the corner of Freeman Street. The chain manufactured by this company was invented by S. D. Locke, Sr., in 1887. Fifty people are employed.

THE HISTORY OF THE LOCOMOBILE COMPANY OF AMERICA

In May, 1899, The Locomobile Company of America was incorporated under the laws of the State of West Virginia. The leading spirit in the foundation of the company was Mr. Ami Lorenzo Barber, who was undoubtedly the most prominent individual in the development of street pavement in this country and at the very head of the asphalt street industry and associated for many years with the Barber Company. As a result of his long experience with transportation Mr. Barber was an early user and believer in the future of the automobile. He had the first electric car delivered in New York City. He went abroad when automobiles first began to be used in Europe and tried them out over there and came back more convinced than ever of the great future of the "horseless carriage" as it was called at that time.

Mr. John Walker at that time editor of the Cosmopolitan Magazine and a gentleman of a very active mind, and as a result of his editorship being in touch with all sorts of things, discovered a light automobile designed and built by the Stanley Brothers of Newton, Mass., manufacturers of photographic dry plates. This car gave a great deal of promise and Mr. Walker was so favorably impressed with it that he immediately took it up with his neighbor, Mr. A. L. Barber, and a trip was made to Milton, Mass., and a company was started to manufacture this early car. The name of the first Company was "The Automobile Company of America," but it was found that another institution of the same name was founded a few weeks before, so the name was changed to "Locomobile". The idea of the word "Locomobile" originated with Mr. Barber.

Associated with Mr. Barber was his son-in-law Samuel Todd

Davis, Jr., later president of the Locomobile Company up to his death September 1st, 1915. Mr. Davis was the actual head and directing force back of the company since its foundation. He was in every way an unusual man, athletic, cultured, an engineer, business executive and "true in all walks of life."

This early car was propelled by steam and was very ingenious. It far surpassed the best performances of the early gasoline automobile. The manner in which it would start, climb hills, and the ease in which it could be guided, and its noiseless operation made a sensation all over the country, and the little dry plate works was besieged with visitors trying to buy or get agencies, not only from all over the United States but from all over the world. The car made a sensation in France.

In the first year 1899 and part of 1900, that is the first twelve months, the company turned out over one thousand vehicles. The success of this pioneer car so stimulated the manufacture of gasoline cars, that in a few months, in an inconceivably short time, the gasoline automobile began to take a turn for the better, consequently the Locomobile Company had not been in business more than a year and a half, when it was considered probable that the future of the gasoline car was better than that of the steam vehicle. Consequently Mr. Andrew Lawrence Riker was retained by The Locomobile Company, secretly, to develop a gasoline car for them. The plans were begun in New York City, late in 1901 and as soon as the car had been laid out on paper it was built experimentally and also without the knowledge of the automobile trade, in a private machine shop in Chicopee Falls, Mass., and the first car was running on the road early in the spring of 1902.

Mr. Andrew Lawrence Riker was at that time a pioneer in automobile development. He was one of the very first men to build a practical and successful automobile. He took up the electric car and developed it to a very high state of perfection. Commercial delivery wagons owned and operated by such concerns as Altman in New York, Gorham & Company and others, were still running up to the time of writing this, after a successful operation of about eighteen years.

The first gasoline Locomobile led others in the design of the automobile chassis. It was the first American gasoline car to combine the following elements and which are considered the fundamental essentials of the up-to-date chassis:

The first Locomobile had an all steel chassis frame; sliding gear

transmission; vertical cylinder motor located at the front of the frame under a bonnet; it had a gear driven electric generator; it had wheel steering; it had high tension ignition; it had double chain drive, but this was later replaced by shaft drive.

The purpose of the Locomobile Company at this time was clearly defined, and was to abandon the policy of a large production of a light and comparatively cheap machine. The company decided that its future policy would be to build a limited number of exceedingly fine cars, as fine as could be made; to develop the American automobile to as high a pitch of perfection as it was being developed abroad. Another feature of the purpose was to keep in close touch with owners and to make the Locomobile Company a high class proposition all the way through.

As a result of this purpose various policies were put in action and the various plans carried out. All the materials of the Locomobile car has been specially chosen and subjected to chemical tests and physical tests in order that the standard will be kept right up to the highest degree. The car has always been built first and the price fixed afterwards. As a result the name "Locomobile" has come to mean excellent material and workmanship, in short a chassis that has no superior in America for durability and thoroughness of construction. All of the nuts and all ends of bolts and screws used on the Locomobile have been hardened ever since the first car was made. This is an example of the attention to detail.

The Locomobile Company operates under a policy of limited production not more than four cars a day. The idea being that by concentrating on a few cars they can be made finer than if the production was very large. It is thus possible to give intimate attention to each car and each owner.

In 1911 the company took up the matter of the production of commercial vehicles. The idea was not to engage in the manufacture of these cars in a large way at first, but to build a few trucks and sell them and study their performances and the performance of other trucks, in short to engage in the commercial vehicle business in a gradual way at the outset. This has proven to be a wise step, because those who went into the motor truck business early did not make any money. In fact it has been common talk in the automobile trade that up to the time of the outbreak of war in 1914, there was little or no money made in the automobile truck industry in America.

At the outbreak of the war the Locomobile secured an order of one thousand four-ton worm drive trucks from the British War

Office. Largely the result of a test made in England of the Locomobile trucks running on some of the Old Roman roads, up very steep grades, but instead of doing as the other competing trucks did, run with one load less than their rated capacity, the Locomobile Truck operated with one ton overload. It did more than was expected of it and so won the attention of the British War Office and this large order was placed. At this time the Locomobile Company had decided to change the name of the truck from "Locomobile" to "Riker", it being considered that the Locomobile Car had become associated with an exceedingly aristocratic vehicle. It was not regarded desirable to have the same name on two articles so widely different, one intended for luxurious travel and the other intended to haul goods efficiently and economically year after year.

Consequently the truck was named after its designer, Andrew Lawrence Riker, and who was well known having been the first president of the Society of Automobile Engineers. Mr. Riker is also a member of the Naval Advisory Board.

The commercial business for Riker Trucks has grown very rapidly in the last few years, and many large institutions use this truck. Like the Locomobile car it is composed of the best materials known to the Engineering profession and is made in the thorough conscientious manner.

The Locomobile works are beautifully situated on a point of land adjoining Seaside Park, Bridgeport, Connecticut. This point was at one time an old Indian camping ground. Evidently the point was sandy and charmingly located for clamming, fishing and bathing, and the Indians used to congregate there, as is proven by the large number of arrow heads found when extending the Locomobile building for a new foundation.

After the Locomobile Company had been founded at Newton it was almost immediately necessary to expand, so various factories were hired, one at Westboro, Mass., one at Worcester, Mass., and one at Bridgeport. Finally after difficulties arising from this system the entire outfit was moved to Bridgeport, Conn., and was installed in the old Liberty Bicycle Plant. The construction of the factory at Seaside Park was then begun and rapidly completed and since then numerous additions have been made till the Locomobile works now stands an imposing monument to the thoroughness and accuracy of New England methods.

It is the purpose of the Locomobile Company of America to beautify the situation as much as possible, and progress has already

been made in this direction and will be concentrated in future years so that the Locomobile works will be a credit to Bridgeport, and an agreeable feature of the shore front.

The policy of the company will be to continue to build a limited number of the very finest pleasure cars that can be made and also a comparatively limited number of motor trucks of medium capacity.

The officials of the Locomobile Company are:

Raymond K. Albright, president.

Andrew L. Riker, vice president.

James T. Roche, vice president.

Frank R. Hickman, secretary and treasurer.

The W. S. Mills Company was established in 1889 by W. S. Mills for the manufacture of underwear. The first factory was located on Railroad Avenue and Warren Street, but in 1893 a factory was constructed at 80 Parallel Street. This company specializes in the manufacture of children's and infants' knit underwear and employ one hundred people. The company was incorporated in 1907, with a capital of \$150,000 and is now officered by: D. P. Mills, president; Samuel Lautenbach, vice president; T. I. Ferguson, secretary; and W. S. Mills, treasurer.

The Modern Manufacturing Company was started in 1916 by Claude A. Herman, with F. E. Seeley as president. Forty to seventy people are employed at the plant at 75 Third Street for the manufacture of tools and machines for special work.

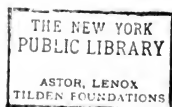
In 1892 A. H. Nilson opened a small machine shop on the second floor of the Hamilton Brass Foundry building at the corner of Golden Hill and Middle streets, under the name of A. H. Nilson & Son. At this time business became dull and the firm of A. H. Nilson & Son sold out to Messrs. Knapp & Cowles, Mr. Nilson remaining in charge of the business. In three years' time the Cornwall & Patterson Company purchased the Knapp & Cowles Company and Mr. Nilson again started out for himself. He became interested in corset machinery and invented several corset machines, which were sold to one of the large corset manufacturers. He then organized the Automatic Machine Company, of which he was president for two years. In 1898 the business was divided between the two stockholders and the Automatic Machine Company removed to new quarters. Mr. Nilson then established the A. H. Nilson Machine Company in the Knapp & Cowles building. In 1904 he erected a

building at the corner of Railroad and Bostwick avenues and since then has built three other buildings. The company now occupies over thirty thousand square feet of floor space. Most of the factory is a two story building of tile construction, fireproof and equipped with the sprinkler system. That the business has developed rapidly and in a most substantial manner is indicated in the fact that they now employ one hundred and fifty skilled workmen. They manufacture a special line of machinery, including the Nilson tilting wire reel. This has been developed through a recognition of the fact that lost motion, false motion and unnecessary motion cost money. The tilting wire reel eliminates all lifting labor and one man can do what was formerly hard work for two. The operator trips the lever with his foot and the upper part is gradually lowered until the wire carrying section is within a few inches of the floor. When the reel is lowered it automatically locks, so that it cannot fly back into its former position. Just an easy lift and the counterbalancing weight brings the tilting section to a vertical position, ready to feed the wire into the machine. The output includes the Nilson standard reel for light coils and the clutch reel, also the automatic four-slide wire forming machines for round and flat wire. This machine also shows many improvements upon others formerly in use and is being rapidly introduced. In addition to the products already mentioned the company manufactures hooks and eye machines, safety chain machines, paper clip machines, buckle machines, gate hook machines, burner shaft machines, eye-feeding machines, stud-feeding machines, coat and hat hook machines, piano hardware machines, ceiling hook machines, buckle tongue machines, umbrella machines, tapping machines, special presses, sheet metal straighteners and wire straighteners. Their piano action machines include rail spring machines, jack spring machines, damper machines, regulating rail machines, action rail machines, spring machines, brass flange butt machines, double frazing machines, tongue machines, damper block screw machines, sticker frazing machines, sliding off sticker machines and spoon driving machines. Many of the machines sent out are the invention of Mr. Nilson, whose marked mechanical skill and ingenuity have done much to further industrial progress.

The Pequonnock Foundry, Incorporated, received its incorporation in August, 1902, and has a plant located in the Fifth Street extension. The company was organized in 1902 and at first rented property in East Washington Avenue. The present factory was built in 1909 and a removal made there in the following year. One



WORKS OF THE UNION METALLIC CARTRIDGE COMPANY, BRIDGEPORT



hundred people are employed in the manufacture of machine castings. The officers are: G. E. Kirsten, president and treasurer; J. J. Anderson, secretary.

The Porcupine Company is a reorganization of the Connecticut Construction and Supply Company and moved to Bridgeport in 1911. The plant was established at 730 Wordin Avenue. Boiler, tank and plate work is done here, also the Bagasse Burning equipment is made for sale to cane sugar producing companies. Structural steel is fabricated at this plant. The officers are: J. K. Williamson, president; C. W. Brooks, vice president; and James B. Reeve, secretary and treasurer.

The Red Star Company was started in June, 1906, and incorporated in 1907. The factory is located at 115 Main Street and A. C. Lyon is president. Men's garters, hose supporters, etc., are manufactured and one hundred and fifty girls are employed.

REMINGTON ARMS UNION METALLIC CARTRIDGE COMPANY

The City of Bridgeport is the home of the largest manufacturers of firearms and ammunition in the allied countries. The above title is the result of an incorporation January 15, 1916 and the merging of the Remington Arms and Ammunition Company and the Union Metallic Cartridge Company. Besides the plants at Bridgeport factories are maintained at Ilion, N. Y., Swanton, Vt., Windsor, Canada, and in London, England. The officers at present of this large corporation are as follows: M. Hartley Dodge, New York, president; S. F. Pryor, C. L. Reiersen, I. S. Betts, of New York, and C. C. Tyler, vice presidents; George Bingham, New York, secretary and treasurer; W. H. Nolan and Charles Many, assistant treasurers; W. F. Lawrence, comptroller; P. E. Mack, assistant comptroller.

The Union Metallic Cartridge Company was started in the year 1866. The Crittenden & Tibbals Manufacturing Company of South Coventry, Connecticut, and C. D. Leet, of Springfield, Massachusetts, were purchased by the firm of Schuyler, Hartley & Grahani, of New York. In 1866 all of the machinery was removed to the City of Bridgeport and the new business conducted under the name of the Union Metallic Cartridge & Cap Company. In September, 1867, the Union Metallic Cartridge Company was incorporated. This was the beginning of successful metallic cartridge making in America; the year 1868 may be said to have been the beginning.

capital stock of this corporation is \$60,000,000 and the capacity of manufacture is 2,000,000 per annum.

The Smith & Egge Manufacturing Company was organized in the spring of 1874 and was located at 188 Lafayette Street. It was incorporated in September, 1877, with F. W. Smith, president; and W. H. Day, secretary and treasurer. Mail locks and keys were their specialty and its excellence brought the concern a large reputation. Government business and export business predominated. Sash chain as a substitute for cord was one of the principal products and still continues, this being the invention of the firm. The plant is located at 556 Lafayette Street and the officers of the company are: F. W. Smith, president; Oliver C. Smith, secretary and treasurer; A. B. Alvord, assistant treasurer. Chains of various kinds and punches form the principal product. The chain plant has a capacity of twenty-five miles per day.

The Spring Perch Company was organized in 1847 and incorporated in 1854 by Edward Sterling, J. C. Lewis, Eli Gilbert and Wheeler Beers. The plant has always been located on John Street, although the first location was on the south side of the street instead of the north as now. The present building was begun in the '70s. The product of this factory, which is leaf springs for automobiles and carriages, is sold direct to the manufacturers. Two hundred men are employed. A state trade school occupies the upper floor of this building.

The Springfield Manufacturing Company, incorporated 1909, succeeded the Springfield Emery Wheel Manufacturing Company, which was established in 1880. Grinding machinery and abrasive wheels are made by this company, of which H. F. Brandes is the president and treasurer. The plant is located at 317 Mountain Grove.

The Tait Paper Company was started by Andrew Tait in 1856 and the Tait Mills constructed at Trumbull, there beginning the manufacture of box-board or straw-board. In 1895 the plant was removed to Bridgeport and the firm style of Tait & Sons Paper Company adopted. The plant is located at 1575 Railroad Avenue.

WARNER BROTHERS COMPANY

One of the mammoth enterprises which has given Bridgeport her well deserved reputation as a great manufacturing center is that conducted under the name of the Warner Brothers Company. It

was in August, 1874, that a partnership was formed between Dr. I. De Ver Warner and Dr. Lucien C. Warner for the manufacture of corsets made after an improved form of corset waist, with straps over the shoulders and a projection of cloth held out by a reed at the bottom. This was invented by Dr. I. D. Warner for the purpose of supporting the clothing from the shoulders in place of the hips, and the first sale of the articles was made by Dr. L. C. Warner at Painesville, Ohio. The first plant of the firm consisted of a single room, not more than twenty-five feet square, in a tailor shop in McGrawville, N. Y. The garment was first called Doctor Warner's Sanitary Corset but the name was soon changed to Doctor Warner's Health Corset. The value of the corset was soon manifest and the patterns were improved from time to time and new styles added. In 1878 Tampico fibre was used for stiffening the corsets and was called Coraline. The company continued to manufacture corsets of that pattern until the early '90s, when they began making corsets of French model, boned with reed, French horn, steel and whalebone. In 1876 the business was transferred to Bridgeport, where the first factory was built on the site now occupied by the executive offices of the company, at the corner of Lafayette and Atlantic streets. The growth of the business necessitated larger quarters and in 1878 an addition, extending ninety feet north along Lafayette Street, was built. To this, in 1880, was added another building adjoining on Atlantic Street. A third addition came in 1881, extending 140 feet on Myrtle Avenue, and still there was a demand for greater facilities, necessitating enlarged quarters in 1888, 1889 and 1893. The notable growth of the business in 1910 so overcrowded the old buildings that it was necessary to erect a large building for the metal department at the corner of Myrtle and Gregory streets, also to make large additions to the paper box factory and to the corset factories. In the same year the storehouses were removed to land which the company had purchased between Lafayette and Broad streets, near Railroad Avenue. A new power plant was also built to contain the new boilers and electric generators, so that the machinery might be driven by electricity instead of by continuous shafting and belting. Beside the power house rises a radial brick chimney 156 feet high. In 1912 a five-story and basement "L" shaped building was erected for the accommodation of the growing corset and accessories departments and a large tract of land between Whiting and Atlantic streets and the railroad yards, with an outlet to Main Street, was purchased whereon might be

erected further storehouses and shipping rooms. While the factory has been maintained in Bridgeport and has become a great manufacturing enterprise constituting one of the chief sources of the city's wealth and upbuilding, sales offices were established in New York, Dr. L. C. Warner devoting a room in his own home at 119 West Forty-first Street to that purpose. In the fall of 1875, however, space was leased on Broadway and with the growth of the business various removals have been made from time to time. With the extension of the business to all parts of the country, the company began to investigate the foreign market, with the result that an export department has been developed with offices adjoining the New York office originally, but in 1910 this was made as an entirely separate department. The growth of the foreign trade has been rapid and continuous and there is today scarcely a town of any size through all the civilized globe in which Warner's corsets cannot be purchased and in which Warner's advertisements are not seen. As early as 1870 further headquarters of the business were established in Chicago and in 1889 the company purchased a building in that city, the present location being at No. 367 West Adams Street. In 1875 the product of the Bridgeport factory was introduced on the Pacific coast and in 1895 a permanent office was established in San Francisco. The remarkable growth of the trade has resulted in a measure from judicious advertising, and something of the growth of the business is indicated in the fact that the budget of 1880 allowed \$4,700 to advertising; in 1890, \$29,000; in 1900, \$50,000; and at the present time more than \$300,000 are spent annually in advertisements, the total amount thus used by the company exceeding \$2,500,000. Continuous changes have been made in models and styles sent out by the house. In 1894 the company began the sale of what is known as the Redfern corset and in the same year the corsets were first boned with rustproof. It was also in that year that the partnership of Warner Brothers was succeeded by the corporation known as the Warner Brothers Company. The organization of the company is divided into ten departments: executive, engineering, corset, accessories, metal, box and the four sales departments. The metal department supplies the corset and accessories departments with all the metal parts for use, such as clasps, bone wire, side steels, backwire, tips, eyelets, buckles, hose supporter clasps, etc. The paper box department supplies all the departments with their paper and with their printing, maintaining equipment of the very highest order in both of these branches. The accessories department manufactures Security rubber button hose

supporters, Warner's rustproof brassieres, Perfection children's waists, Century corset shields and the various minor corset accessories. The corset department has its cloth woven to order, and takes delivery in the grey so that it may do its own converting. It also imports direct a great quantity of cloths and trimmings. It manufactures Warner's rustproof corsets and Redfern corsets. The engineering department is the landlord and furnishes power, trucking and general janitor service. The sales department handles the product of the corset and accessories departments. All the departments, each under the direction of its own specialists, work in harmony, to achieve the greatest economics and greatest values, and to safeguard the various intricate processes that go into the making of a finished corset, in order that Warner quality may never be lowered, but may be constantly improved. The number of employes is more than three thousand, of whom more than twenty-two hundred are women, and the weekly capacity of the factories is ten thousand dozen corsets. There is a thoroughly organized fire department of seventy-five men, well drilled and efficient, and the company with its increasing business has also looked to the humanitarian side and has done much for its employes. It built Seaside Institute for their use and the building was formally opened on the 10th of November, 1887, by Mrs. Grover Cleveland. It was one of the first of the kind ever erected and contained a library, large audience room, class rooms, restaurant and parlors. There is also conducted a sick benefit fund for the members and there are many social activities provided, while the Warner Club, a branch of the Young Women's Christian Association, conducts classes in various interesting and useful lines.

The Weidlich Bros. Manufacturing Company was organized in 1902 by L. W. Weidlich and incorporated in 1905 by L. W., C. E., F. A. and E. C. Weidlich and D. H. Ferris. The first location was on Sterling and Noble avenues, and in 1910 the plant was removed to Connecticut and Florence avenues. The product consists of silver plated ware and novelties. An average of one hundred and fifty people are employed here.

The Whiting Manufacturing Company was started at North Attleboro in 1843 when William D. Whiting became a partner in the firm of Tift & Whiting for the manufacture of small silver novelties. Thirteen years later the William D. Whiting Company was organized. It was changed in 1858 to the Whiting, Fessenden & Cowan Company. On August 24, 1866, the Whiting Manufactur-

ing Company was organized and capitalized for \$100,000. The capital stock is now \$1,000,000. The business was continued at North Attleboro until 1876, when the principal business was moved to New York City. The company does a stamping and blanking business, including sterling silver, brass and sheet metal.

In 1905 Mr. Bilton organized the Standard Manufacturing Company and became its first president, serving as its chief executive as well as treasurer during the existence of the corporation. The first location of this company was on Noble Avenue and for a time after its inception confined its operations largely to commercial work. The business was a success from the start, yet was in the position of having to make its way as it went along by utilizing profits for experimental and development work. In November, 1906, the business was removed to 990 Housatonic Avenue, where the original plant consisted of a building, 32 by 90 feet in dimensions, three stories in height, and with a power house on the side. The growth of the business has been wonderful and its product for fire escape iron work for buildings, automatic gear cutting and milling machinery, special machinery, sheet metal goods and telephones, has been shipped to all parts of the country.

In November, 1915, the Parsons Foundry Plant was purchased by interests close to the Standard Manufacturing Plant, which assured a certain supply of material for the company. This close association continued until May, 1917, when the Bilton Machine Tool Company succeeded to the business of both plants, under which firm name the industries are now conducted and constitute one of the important industrial enterprises of the city.

CHAPTER XI

HISTORY OF BANKING

ORIGIN OF BANKING—CONNECTICUT BANKS—FIRST BANK IN THE STATE
—THE BRIDGEPORT BANK—THE CONTESTATION PERIOD—THE CON-
NECTICUT NATIONAL BANK—FIRST BRIDGEPORT NATIONAL BANK—
CITY NATIONAL BANK—BRIDGEPORT SAVINGS BANK—PEOPLE'S SAV-
INGS BANK—CITY SAVINGS BANK—MECHANICS AND FARMERS
SAVINGS BANK—THE BRIDGEPORT TRUST COMPANY—AMERICAN
BANK AND TRUST COMPANY—SOUTHPORT TRUST COMPANY—
STRATFORD TRUST COMPANY—SOUTHPORT SAVINGS BANK—JAMES
STAPLES & COMPANY—T. L. WATSON & COMPANY.

ORIGIN OF BANKING

Modern banking systems date back to the Bank of Venice, which was founded in 1587, though private individuals in Venice had been receiving deposits of money for nearly two centuries before the establishment of the bank by authority of the Venetian government. In 1619 the Bank of Amsterdam, which was modeled to a great extent after the Bank of Venice, was opened for business. After a short time it introduced the innovation of accepting bullion for deposit and issued receipts therefor, the receipts circulating as so much currency. This was the origin of the financial theory that a paper currency must be redeemable in specie or bullion. When the Bank of England was founded in 1694, it adopted the system of the Bank of Amsterdam, and a little later the system was extended in the authority granted to the bank to issue notes.

Toward the close of the Revolutionary war the Continental paper currency issued by the American colonies became so depreciated in value that some financial legislation was necessary. Consequently, on the last day of the year 1781 the Continental Congress passed an act granting a charter to the Bank of North America, which was given the right to issue notes under a plan similar to that of the Bank of

England. The states of New York and Massachusetts granted charters to state banks in 1784, but with the adoption of the Federal Constitution both the state banks and the Bank of North America surrendered their charters and, on February 25, 1794, Congress incorporated the Bank of the United States. In July, 1832, President Andrew Jackson vetoed the bill renewing the bank's charter, and a little later the public funds in the bank were withdrawn by executive order. The bank continued in business, however, until the expiration of the time for which it was chartered, when it wound up its affairs and passed out of existence.

With the closing up of the Bank of the United States, the several states began the policy of issuing charters to state banks, under authority conferred by Acts of Congress. The next decade witnessed a rapid development of the country's natural resources, with the consequent demand for a larger volume of currency, and in the early '40s was inaugurated the era of what is known in American history as "wildcat banks." Under this system individuals could establish a bank and "issue notes against their assets." They were not subject to government supervision or inspection and unscrupulous persons took advantage of the system by issuing notes far in excess of their assets. It is estimated that at one time there were more than 600 of these irresponsible banks scattered throughout the country. The panic of 1857 drove many of the wildcat banks out of business, but the system continued until after the beginning of the Civil war in 1861. So many people had suffered loss through worthless bank notes that a prejudice was created in their minds against any banking system.

But the requirements of modern civilization demand a currency of some character as a quick and convenient medium of effecting exchanges. Added to this demand were the conditions growing out of the Civil war, which made an extension of the national credit imperative. In February, 1863, Congress passed the first act for the establishment of national banks, with authority to issue notes based upon government bonds as security for their redemption. The act proved to be defective in a number of important particulars and on June 3, 1864, President Lincoln approved another national banking act, which, with subsequent amendments, constitutes the authority under which nearly eight thousand national banks were operating in the United States in 1915. The national banks are the only ones in this country that have power to issue notes, all other banks being merely institutions of discount and deposit.

CONNECTICUT BANKS

When the Revolutionary war opened the State of Connecticut had no banks, nor any surplus wealth or extended trade. There were just about 200,000 people in the state, spread over the large territory. The principal occupation was farming, even doctors, attorneys, merchants and men of other trades carried on farming. The largest towns and their population were as follows: New Haven, 8,295; Norwich, 7,327; Farmington, 6,069; New London, 5,888; Stratford, 5,555; Woodbury, 5,313; Hartford, 5,031; Wallingford, 4,915; Middletown, 4,878; Fairfield, 4,863. Trade with the West Indies, the exchange of horses, lumber and provisions for rum, sugar and molasses, formed the principal part of the foreign business. To carry on this trade there was not a dollar of surplus capital. Consequently, all trade was barter, no currency being available.

The General Court of Connecticut held unto itself the power of issuing bills to circulate as money. In 1732 it had granted a charter for commercial operations to The New London Society United for Trade and Commerce, which shortly afterward began the issuance of notes similar to the colonial bills of credit. Immediately the General Assembly called a special session and repealed the charter of the New London Society, also passed an act which declared that whosoever should presume to "Strike or emit any bills of credit of the nature or tenor of bills of credit on this government," or on any fund or credit of any person or persons, or of any society, to be used in lieu of money, should be subject to the same pains and penalties of those that are guilty of forging or counterfeiting bills of credit. Through the operation of this act colonial bills of credit formed the sole paper money supply of the colony. By 1770 there were no bills of credit in the colony, which meant that the colony was out of debt, also there were no bills of other colonies in circulation here. This left the only money to be had in silver coin.

The "shot heard 'round the world" at Lexington in April, 1775, changed this condition entirely. The Connecticut Legislature met and voted 50,000 pounds sterling in bills to meet expenses, following shortly afterward with 100,000 pounds more. The Continental Congress also set to work issuing bills and it is estimated that in 1780 there was outstanding \$241,552,780 of the latter kind alone, while at the beginning of that year paper stood in Philadelphia at \$40 to \$1 in coin. This depreciation of paper currency was a serious matter, and the Connecticut Legislature in that year repealed its laws making both

the state and Continental bills legal tender. The larger part of its old bills having been retired the state issued 190,000 pounds in bills of credit called "new tenor," bearing interest at 5 per cent, which were to be used in the state as legal tender, or the equivalent of coin. In January, 1781, \$100 of the Continental bills were worth but \$1 in specie, and then their credit depreciated so rapidly that by the end of May they ceased to have any value as currency. They were afterwards used as an article of speculation. It is said that the people became tired of "the condition of currency which required \$500 in paper to pay for a breakfast that could be bought for a silver half-dollar."

FIRST BANK IN THE STATE

In January, 1792, a series of articles appeared in the Connecticut Courant, published at Hartford, advocating the establishment of a bank at that city. The writer signed himself "A Patriot" and put forth some strong arguments in favor of such a move. A petition was circulated and every preparation made for the move upon the Assembly. John Trumbull, author of note, who represented the Town of Hartford in the Legislature that year, and who was afterward a judge of the Supreme Court of Errors; Chauncey Goodrich, afterward member of Congress, United States senator and lieutenant governor; and Noah Webster, the noted lexicographer, were appointed a committee to secure an Act of Incorporation from the Legislature. Accordingly the charter of the Hartford Bank, the first one in the state, was granted at the May session of 1792.

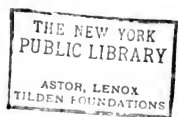
Also, at the same session the Legislature granted a charter to "The President, Directors and Company of the Union Bank in New London," the capital stock of which was to consist of not less than \$50,000 nor more than \$100,000, divided into shares of \$100 each.

At the October session of the same year the General Assembly incorporated the New Haven Bank, with \$100,000 capital. However, no organization was effected until the charter was amended in October, 1795, authorizing a capital stock of \$50,000.

An act incorporating the Middletown Bank was passed at the October session, 1795, and the Norwich Bank secured an Act of Incorporation at the May session of 1796. These five banks were incorporated ten years before another bank made its appearance in Connecticut—this was the Bridgeport Bank.



FIRST BRIDGEPORT NATIONAL BANK



THE BRIDGEPORT BANK

At the October session of the General Assembly, 1806, it was enacted

"That a bank may be established in the Borough of Bridgeport by the name of the Bridgeport Bank, the capital stock whereof shall consist of not less than \$50,000 nor more than \$200,000, divided into shares of \$200 each.

"And John S. Cannon, Salmon Hubbell, Lambert Lockwood and Isaac Hinman, all of said Bridgeport, and their associates, successors and assigns, be and they are incorporated and made a corporation and body politic by the name of 'The President, Directors and Company of the Bridgeport Bank.'"

It was further enacted that

"Any person, co-partnership or body politic may subscribe and at any time hold in his, her or their names any number of shares of stock of said bank—provided, however, that the State of Connecticut shall at no time hold shares to a greater amount than one-fifth of all the shares then held in said bank, unless with the consent of the directors thereof, and that the shares subscribed by the state shall be considered an addition to and not included in the capital stock whenever the whole stock subscribed shall amount to \$200,000."

It was also provided

"That the number of directors, exclusive of the one whom the state should appoint in case it held \$5,000 of the stock of the bank, should be nine.

"And that none but stockholders shall be eligible as directors, and not less than two-thirds of the directors shall be actual residents in the County of Fairfield, and not less than four of said directors shall be resident in said borough, nor shall more than three-fourths of the directors in office, exclusive of the President, be eligible as directors by the stockholders the next succeeding year; but the director who shall be president at any election may always be elected as director."

It was still further enacted that

"The total amount of debts which the said corporation shall at any time owe, whether by bond, bill or note, shall not exceed 50 per cent over and above the capital stock of said bank and the amount of monies or bullion at any time actually deposited at the bank for safe keeping, and that all notes issued at the bank shall be paid in gold or silver coin.

"The said Cannon, Hubbell, Lockwood and Hinman are hereby

authorized to open subscriptions for the capital of said bank, at such time and place as they shall think best, receive the first deposits and after said subscription, to call a meeting of the stockholders to choose directors at such time as the said Cannon, etc., shall judge best; 5 per cent on the sum subscribed shall be paid at the time of subscription; 20 per cent on each share shall be paid at the end of sixty days from the time of subscribing; 25 per cent three months after said last mentioned payment, and the residue in six months after the third payment."

In November the following appears in the Bridgeport Advertiser and other state papers:

"Subscription books for the Bridgeport Bank will be opened at the house of Ezra Gregory, in said Bridgeport, on the last Monday of December next at 10 o'clock A. M., and continue open until 6 o'clock P. M. of the Wednesday next following, being the last day of December aforesaid. The extent of the capital allowed by charter for this bank is \$200,000—to be divided into shares of \$200 each. Five per cent on each share must be paid at the time of subscribing in specie or in notes of the United States Bank, or either of the banks in New York or New Jersey; 20 per cent in sixty days from subscribing, and the residue subject to the order of the directors at public notice as by grant.

"JOHN S. CANNON,
 "SALMON HUBBELL,
 "LAMBERT LOCKWOOD,
 "ISAAC HINMAN."

The capital stock was subscribed for by sixty-eight individuals and firms, and of the 1,000 shares Isaac Bronson & Company, of Greenfield Hill, subscribed for 656. Only seventy shares were taken by the residents of the Borough and eighteen to the residents of the Town of Stratford were credited outside of the borough. The Bridgeport subscribers were:

George Hayt	Two shares.
Samuel C. Kirtland & Company	Two shares.
Foote & Nichols	One share.
Elijah Waterman	One share.
Lambert Lockwood	Three shares.
John S. Cannon	Eleven shares.
William Peet	Nine shares.

Isaac Hinman	Twenty-two shares.
Isaac Hinman & Company	Sixteen shares.
Salmon Hubbell	Eight shares.
Abijah Hawley	One share.
Ezra Gregory	One share.

The united capital invested by Bridgeport people upon this first installment amounted only to \$3,900. The fact that the capital stock equaled one-third the total banking capital of the state held no attraction to the trade and commercial interests of Bridgeport. It is known that Isaac Bronson was the leading spirit of the enterprise. He took the balance of the stock after everyone else had taken what they wished. He was a wealthy banker of New York City and to him a bank under the laws as then existing, with the powers and privileges which the state granted, would supply financial advantages for his capital, which otherwise he would not have. Mr. Franklin Sherwood writes of Bronson as follows:

"There can be no question of the fact that Doctor Bronson was the moving spirit in securing the charter of the bank, nor that he was the ruling spirit of its management until he severed his connection with it a quarter of a century later. He was close, calculating and cold blooded, with the faculty of money-getting largely developed, and this was the ruling trait of his character as handed down to us. He ran the bank practically as his private corporation until declining years prevented him from giving it that personal attention which he believed his interests demanded, and then he closed out his stock and retired better satisfied in placing his capital elsewhere than in having it under the control of his colleagues in the management of that institution." Mr. Bronson died in 1837 at the age of seventy-seven years.

On February 3, 1807, the stockholders met at the house of Ezra Gregory, inn keeper, for the purpose of choosing directors. Joseph Goodwin of Lenox, Massachusetts, was chosen chairman and, upon counting the votes, it was found that the following were chosen as directors: Isaac Bronson; Birdsey Norton, of Goshen, N. Y.; Samuel W. Johnson of Stratford; John S. Cannon, Salmon Hubbell, Lambert Lockwood and David Minott, of Bridgeport; Jessup Wake-man, of Fairfield; and Ebenezer Jessup, of Saugatuck.

On the following day the four resident directors, with S. W. Johnson and Isaac Hinman, were appointed as a committee to purchase a lot and erect a banking house with suitable accommodations for the cashier and also to lease a building for temporary use. Mr. Bronson

was also requested to go to New York City and secure the necessary bank note plates and other stock for the issue of bank bills. On March 24th the board fixed the cashier's salary as \$700 per annum, with the privilege of the banking house for a home for his family. Capt. George Hayt, who resided on Water Street between State and Union streets, was chosen the first cashier. Isaac Bronson was, of course, the first president of the new institution. The first building of this bank was a two-story-and-a-half structure on the southwest corner of Main and Bank streets. This building was remodeled in 1857 and an additional story built. In 1884-85 the Bridgeport Bank and the City Savings Bank constructed the Union Bank Building on the corner of Main and Bank streets.

That the capital of the Bridgeport Bank was not intended to be used in Bridgeport is shown by a resolution passed July 15, 1807, at which time there had been 25 per cent of the capital stock, or \$50,000, paid in. This resolution reads:

"Resolved, That the funds of the bank heretofore loaned by Isaac Bronson in New York on his own responsibility, and for which the bank holds his notes, payable on demand, being now tendered to the bank by said Bronson, shall not be considered in future at the risk of said Bronson in case of war breaking out. But he is requested and hereby authorized to secure the same in the best manner he can, on loan or otherwise, for the benefit of this institution."

Under the charter the bank was authorized to issue its own notes to an amount of 50 per cent in excess of its capital stock and deposits, and, as the demand for loans in Bridgeport was very small, it is probable that Bronson technically borrowed from the bank on his own note such portion of its capital and notes of issue as he could loan in his own name in New York, paying the bank such interest as left him a fairly sized profit. War clouds on the horizon undoubtedly caused Mr. Bronson to burn his financial bridges behind him. It has been said that one of his theories in regard to banks of issue was that capital was unnecessary except to inspire confidence in their patrons. So long as the people would accept paper without question, without returning them for redemption, the printing press would supply all the capital the bank required. In fact, the whole banking system of this day, in the whole state, was shaped in regard to this theory. Hence, it was more desirable to make loans to individuals and companies at a distance than at home, as there was less chance of the paper currency being presented for redemption.

Notwithstanding the fact that capital occupied so uncertain a posi-

tion, the banks themselves so conducted business as to impair the very confidence they sought to inspire. In February, 1808, the Bridgeport Bank passed the following: "Resolved, That in future no bills of any bank in this state shall be received in payment for notes, exchanged for Bridgeport paper, or received on deposit."

However, the other banks in the state were equally as solvent. They, too, followed the example set by the Bridgeport Bank, so consequently the Bridgeport Bank found no circulation for its bills except at home or in the near vicinity.

The Derby Bank was chartered in October, 1809, and owing to its closeness to the Bridgeport institution an arrangement was made between the two relating to the circulation of their bills. This connection was not a profitable one in the end. Bronson retired from the presidency in 1823 and was succeeded by John S. Cannon. The charter of the Derby Bank was revoked by the General Assembly in 1826, and Mr. Cannon dying in the following year, Mr. Bronson again took upon himself the management of the Bridgeport Bank. In 1832 he disposed of his entire interest in the bank and retired from the management. He was succeeded November 7, 1832, by Ebenezer Jessup, of Saugatuck; also, Cashier Hayt, on account of ill health, resigned and was succeeded by Charles Hill, of Catskill, N. Y. The new management did not possess the business sagacity of the former controlling heads and they soon became enamoured with the wild land speculation which ended a few years later in a grand financial crash. They used the bank to further their speculations, so when the collapse came the bank was found to be deeply involved and the stock worth no more than fifty cents on the dollar. Upon the election of Sylvanus Sterling to the presidency and George Burroughs to the position of cashier, it is probable that the total assets of the bank did not total \$110,000. To help in this predicament the General Assembly ordered an additional \$100,000 of new stock, but it was not until five years after that the bank was able to pay a dividend.

THE CONTESTATION PERIOD

This is a period of interest in the history of Connecticut and affected the future organization of Bridgeport banks. For over a score of years the Hartford Bank, styled the "Old Bank," had been the leading institution of Hartford and all nearby territory. Some people claimed that they had not been used fairly by the Hartford bank and began to plan for the establishment of another bank, even

more powerful. In the spring of 1814 petitions were circulated throughout the state asking the General Assembly to grant a charter for a bank with a capital of \$1,500,000, and following the example of the bank of the United States, offered "in conformity to precedents in other states, to pay into the treasury of the state for the benefit of the state the sum of \$60,000, to be collected as a tax or premium of 4 per cent."

The petition which was presented to the General Assembly was somewhat altered, and made to include a branch at Litchfield, and for the clause above quoted the following was substituted:

"And they offer, in conformity to the precedents in the other states, to pay for the privilege of incorporation herein prayed for the sum of \$60,000, to be appropriated—if in the opinion of your honors it shall be deemed expedient—in such proportions as by your honors may be thought proper, to the use of the corporation of Yale College or the medical institution established in the City of New Haven, and to the corporation of the trustees of the fund of the bishop of the Episcopal Church in this state, or to be otherwise disposed of for the use of the state, or for any purpose whatsoever which to your honors may seem best."

In this line of thought, it may be well to quote the statement of the General Assembly at the time the Declaration of Independence was approved in 1776. This was: "Voted, That the form of civil government in this state shall continue to be as established by charter received from Charles The Second, King of England, so far as adherence to the same will be consistent with an absolute independence of this state on the Crown of Great Britain."

The state had no other constitution in 1814. The federalists were dominant and they opposed the calling of a state convention to frame a constitution. The republicans were in the minority and their pleas for better ordering of the legislative, executive and judiciary powers were unheeded. The federalists believed in letting well enough alone.

On the other hand, although the Presbyterian and Congregational churches, established in the early days of the colony, had lost some of the old privileges, under the law every dissenter, to be relieved from the payment of taxes for the support of that church, was compelled to place with the clerk of the society of which he was a member a certificate of having joined with some other ecclesiastical society, while those who did not attend public worship in any church were taxed, nevertheless, for the benefit of the "standing order." This arrangement was unsatisfactory to the dissenting bodies, to the Methodists and

Baptists because they were opposed to any union of churches and to the Episcopalians because they were opposed to the union of the Presbyterian Church and the state. The majority of the federalists were members of the "standing order," and when the Episcopalians applied for the grant of a charter for a college it was refused, as they would not consider a rival to Yale College in the state.

Some of the men who were prominent in the movement for a new bank were Episcopalians and the modification of the original petition was a clever means of pledging the Presbyterian majority in the General Assembly to the Bishop's Fund, made more attractive by a similar grant to Yale College, the same to be accomplished without drawing a cent from the state treasury. The proposition to establish a branch at Litchfield was meant to secure the votes in the western parts of the state.

During this time the directors of the Hartford Bank were not idle, but presented a memorial in opposition, offering to increase their capital stock \$1,000,000 and to pay the state a bonus of 5 per cent on that sum, or \$50,000, if the General Assembly thought to enlarge the banking capital of the state.

The Presbyterian members were also shrewd and although the petition passed the house it was rejected in the council. A committee of conference was appointed, but, before it reported, a bill for public act, independent of any petition, was introduced and finally passed in both houses. Under it the "President, Directors and Company of the Phoenix Bank" in Hartford was incorporated with a capital of \$1,000,000; one-fourth of the capital to be employed in a branch at Litchfield. A bonus of \$50,000 was paid into the treasury of the state. At the same session of the General Assembly there was appropriated out of the first monies paid into the treasury of the state in pursuance of the act incorporating the Phoenix Bank, \$20,000 to the medical institution of Yale College. The General Assembly refused to make any more appropriations of the monies to come from that source.

The Episcopalians claimed that, by the petition, they were entitled to a portion for the Bishop's Fund; that the petition was granted in fact if not in form by the charter to the bank and the grant to the medical institution. The Presbyterians, on the other hand, claimed that the petition was not granted and that by the act of incorporation the money was to go into the state treasury to be used as the General Assembly might direct. They accused the Episcopalians of various things, mainly criticising them for telling the General Assembly how to appropriate the money.

Then began the great "Contestation." Both sides became very bitter in their accusations against the other. The Episcopalians continued to press their claims for a portion of the bonus and a college charter, but without success. In 1816 they seceded from the federalist party and joined with the republicans under the name of the "Toleration" party. The new party obtained complete control of the legislative and executive branches of the state government in 1818. The net result was a call for a constitutional convention and the separation of the church and state in the framing and adoption of the present constitution of Connecticut. The Phoenix Bank must be considered as the starting point of all the trouble which had arisen.

The bonus from the Phoenix Bank had long before been spent for general purposes. In 1820 the General Assembly, to liquidate any claim that they might have, bestowed upon the trustees the grant of a lottery, with liberty to raise a sum of \$15,000 after all expenses had been deducted. The General Assembly agreed not to grant any other lottery within five years. This was accepted and on February 28th assigned to Frederick Lee and John Babcock, from whom they received the sum of \$7,004.88 therefor. This was the first instance in the history of bank corporations in this state where a bonus was made a condition for the granting of a charter by the General Assembly. The next bank chartered after the Phoenix Bank which was compelled to pay a bonus to the state was the Connecticut Bank of Bridgeport.

THE CONNECTICUT NATIONAL BANK

The Connecticut National Bank of Bridgeport was founded in 1865, although the parent institution came into existence in 1831, when at the May session of that year the General Assembly of Connecticut chartered a bank at Bridgeport under the name of "The President, Directors and Company of the Connecticut Bank." The institution was capitalized for \$200,000, the par value of each share being made \$100. Its capital stock could be increased to an amount not exceeding \$300,000, while the rules of the bank made it necessary that five of the nine directors should be residents of Bridgeport. It was provided that within three months after the directors shall begin to discount they shall establish a branch in the village of Mill River (now Southport) in the Town of Fairfield, and that one-third part of the capital of said bank shall be employed in said branch. It was further provided that the bank should within twelve months from the same time pay to the treasurer of Yale College seven-tenths of \$5,000, and



CONNECTICUT NATIONAL BANK, BRIDGEPORT

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to the treasurer of Washington College (now Trinity) three-tenths of \$5,000, and at the expiration of two years should pay a further sum of seven-tenths of \$5,000 to Yale College and three-tenths of \$5,000 to Washington College. In 1831 the bank was organized with Ezekiel Hubbell as the president and for about two years occupied a building at the northwest corner of Wall and Water streets. In 1833 a removal was made to the northeast corner of Main and Wall streets, where a building was erected for the purpose, and there the bank has since been conducted. In 1851 the Southport Bank was chartered and on the 1st of July of that year the property was divided, two-thirds to the Connecticut Bank and one-third to the Southport Bank, while in 1855 the capital stock was increased to \$100,000. On the 21st of February, 1865, the directors voted to obtain if possible the consent of the stockholders to make the institution a national bank and this was voted at a special meeting of the stockholders and the bank was so organized on the 17th of March, 1865. The following day Hervey Higby was elected president with John T. Shelton cashier. The growth of the business necessitated the erection of a more commodious bank building in 1885 and in 1911 the present bank building was erected. Daniel Thatcher succeeded to the presidency, following Mr. Hubbell in 1835, and so served until 1848. For sixteen years thereafter Philo C. Calhoun was at the head of the bank and from 1864 to 1875 Hervey Higby was president. Daniel H. Sterling occupied that position from June 5, 1875, to March, 1877, and was succeeded by Samuel W. Baldwin, who remained the incumbent until 1914. On the 12th of January, 1915, Hamilton S. Shelton was elected to the presidency. The following cashiers have served in turn: Charles Foote, John T. Shelton, Henry B. Drew, Hamilton S. Shelton and L. B. Powe, the last named being made cashier February 20, 1917. The bank has a paid-in capital of \$332,100 and a surplus fund of almost equal amount.

THE FIRST BRIDGEPORT NATIONAL BANK

The First Bridgeport National Bank is the result of the merging of three banks—the First National Bank, the Bridgeport National Bank and the Pequonnock National Bank.

Much of the early history of the Bridgeport Bank has been written in the first paragraphs of this chapter. Following Sylvanus Sterling the following men served as president of this bank until the time of its merger with the First National Bank in 1909: Hanford Lyon, Sherman Hartwell, Munson Hawley and Thomas B. DeForest.

The Pequonnock National Bank was incorporated in May, 1851, with a capital stock of \$200,000. The subscription book was opened on the first Tuesday of August, 1851, under the supervision of three commissioners, Charles Adams, John Gould and W. A. Judson. The first meeting of the stockholders was held at the Sterling House on Monday, August 11, 1851. The following were chosen directors at this time: P. T. Barnum, Charles B. Hubbell, Samuel F. Hurd, Munson Hawley, Seth B. Jones, Thomas Ransom, Philo F. Barnum, Joseph Thompson and Samuel B. Peck. In the autumn the bank erected a building on the corner of Main and State streets, the business being conducted in one of the stores in the Bailey Block on State Street during the erection. The following men served as president of this institution until the time of its merging with the First Bridgeport National Bank in 1913: P. T. Barnum, Charles B. Hubbell, Clapp Spooner, Munson Hawley, Charles B. Hotchkiss, David Trubee and P. W. Wren.

The First National Bank of Bridgeport was organized March 18, 1864, and was a successor of the Farmers Bank. At the time of the organization Edmund S. Hawley was elected president and William E. Seeley cashier. The bank organized with a capital of \$210,000. William E. Seeley afterwards became president and in 1906 Charles G. Sanford was chosen for the office.

The Bridgeport National Bank merged with the First National Bank in 1909 and the Pequonnock National Bank came into the corporation in 1913. The name was changed to the First Bridgeport National Bank at the time of the first merger in 1909. This bank, now occupying one of the handsomest bank buildings in New England and the "skyscraper" of Bridgeport, is officered as follows: Charles G. Sanford, president; P. W. Wren, vice president; O. H. Brothwell, cashier; H. C. Woodworth, F. N. Benham, Jr., and F. W. Hall, assistant cashiers. The capital stock of this institution is \$1,000,000; the surplus, \$600,000; undivided profits, \$412,000; and the deposits amount to about \$7,000,000.

THE CITY NATIONAL BANK OF BRIDGEPORT

The City National Bank of Bridgeport has now reached its sixty-seventh year of a prosperous existence that has made it one of the strong financial factors of the state. It was organized in 1854 as a state bank with a capital stock of \$100,000, issued in 1,000 shares of \$100 each. Its location was on Bank Street, opposite the postoffice,

but subsequently a removal was made to Wall and Water streets, where the bank was housed until 1861, when the present bank building on Wall Street was erected. Back of the new enterprise were men of well known business ability and substantial worth. Adam P. Houston became the first president, with George H. Fairchild as cashier, and together with these on the board of directors were Silas C. Booth, Philo H. Skidmore, Ira Gregory, Starr Beach, Alfred Cook and Eli Thompson. On the 10th of January, 1856, Mr. Houston retired and S. Ferris Hurd was chosen president, so continuing until April 27, 1857, when he was succeeded by Ira Sherman. On the 13th of January, 1858, Sherwood Sterling was elected president and upon his death George B. Waller was elected to the office. In the meantime the institution had been converted from a state to a national bank on the 21st of March, 1865. After an incumbency of more than nine years Mr. Waller retired and Daniel N. Morgan became president January 17, 1879, remaining at the head of the institution until June 1, 1893, when President Cleveland appointed him treasurer of the United States. His resignation was followed by the election of E. G. Sanford, who remained at the head of the bank (of which he had become a director on the 9th of January, 1877) until his death in 1906, when Frank Miller became president and is now its executive head. The cashiers in turn were: George H. Fairchild, Eleazer Lacey, Robert T. Clarke, John H. Fayerweather, Thomas L. Bartholomew and F. J. Banks. Frederick C. Burroughs afterward became cashier in the bank which he had entered as a boy January 17, 1881, and filled the cashiership until December 1, 1904, when Charles E. Hough succeeded him and remains in that position.

The bank has maintained an unsullied reputation through all the years of its existence, and in the panic of 1857 its bills were the only circulating medium of money in Bridgeport. They were accepted by merchants and others upon the guarantee of their redemption by the Wheeler & Wilson Manufacturing Company.

In 1888 the bank remodeled and improved its present quarters, but still its facilities were inadequate, and in December, 1903, it secured the entire floor of the building for its own use. The home of the bank is most attractive in its furnishings and equipment. Among the recent improvements are the rooms set apart for women customers, with a young lady in charge to aid them in every possible way. Their three vaults are fire and burglar proof, with a splendid safety deposit vault department. Its present deposits amount to more than \$7,000,000. Since the institution was organized as a national bank ninety-

BRIDGEPORT AND VICINITY

six consecutive dividends have been paid amounting to \$875,000. The bank is capitalized for \$250,000 and has surplus and undivided profits of \$545,000, with deposits of more than \$7,000,000.

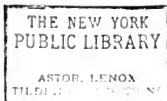
THE BRIDGEPORT SAVINGS BANK

The Bridgeport Savings Bank was the first institution of its kind to obtain a charter in Fairfield County. At that time the city had just entered upon the twenty-first year of its existence and its wealth was comparatively small when the conditions of the old colonial towns were considered. On the 31st of May, 1842, Governor Chauncey F. Cleveland signed the Act of Incorporation and the names of the incorporators appearing on the charter were Benjamin Wheeler, Birdsey G. Noble, W. B. Dyer, Mark Moore, Samuel Simons, W. H. Noble, Josiah Hubbell, Stephen Hawley, Sherwood Sterling, Wyllys Stillman, Smith Tweedy, David Perry, Samuel Stratton, Gideon Thompson, Henry Shelton, Wilson Hawley, Thomas Ranson, Lemuel Coleman, Joshua Lord, Schuyler Seeley, Starr Beach and Elihu Beach. The bank was opened in the store of Sherwood and George Sterling, wholesale and retail iron merchants of Water Street, and the following year a removal was made to a small room near the north-east corner of Water and Wall streets, for which they paid an annual rental of \$12. In 1845 the bank was moved to 21 Wall Street, occupying a room on the second floor of the building for which a rental of \$40 a year was paid. The next step was the purchase of a lot at Main and State streets for \$2,100, on which they erected a brick building, and when the growth of the business necessitated larger quarters a new building was erected on the same site at a cost of \$60,000, and has since been used for banking purposes. This building was torn down in 1916 to make way for a new and larger building covering the site of the old building and the two adjoining pieces of property. This building is now, 1917, in process of construction and will be, when completed, one of the most beautiful buildings in the state.

The officers of the bank, always men of high ability, have contributed much to the development of the city and its business interests. The first officers were: Sherwood Sterling, president; Josiah Hubbell and W. B. Dyer, vice presidents; Smith Tweedy, treasurer; and William H. Noble, secretary. The next year the president and treasurer exchanged offices and Mr. Tweedy served from August, 1843, to the 29th of June, 1850. He was succeeded by David O. Wheeler,



MECHANICS AND FARMERS BANK, AND PEOPLES SAVINGS BANK, BRIDGEPORT



who continued in the office until June 30, 1851, when Lemuel Coleman became the fourth president and occupied the office until June 25, 1864. Mr. Sterling then again accepted the presidency and served for six years, at which time he was also president of the City National Bank, holding both positions until his death, which occurred October 31, 1869, when he had reached the age of sixty-six and one-half years. Hervey Higby was president from 1870 until June 19, 1875, when he was succeeded by Edmund S. Hawley, who remained until 1894 at the head of the institution, in which he has been a trustee or officer for forty-one consecutive years. In 1859 he had been elected to the presidency of the Farmers Bank, now the First National Bank. Monetary affairs had always been of deep interest to him and he possessed intimate knowledge of finance and banking. The presidency passed to Samuel C. Trubee in 1894 and he remained at the head until 1900. The incumbency of Thomas B. De Forest as president continued from 1900 until 1913, when he was succeeded by Frederick B. Hawley, the present executive head. The treasurers of the bank have been Smith Tweedy, who, as previously stated, exchanged positions with Sherwood Sterling, who remained as treasurer for two years. George Sterling was then called to the position, which he filled from 1843 until 1871. Charles P. Porter occupied the office from 1871 until 1882 and Alexander Hawley from 1882 until 1911. In that year S. M. Hawley was called to the position. He is one of Bridgeport's native sons, born in 1877, and all of his life has been spent in this city. He has been connected with the bank continuously since 1903, entering it as clerk and working his way upward through various intermediate positions to the office which he now holds. The trustees of the Bridgeport Savings Bank have always been men of high moral and business standing, prominent in the public as well as in the industrial and commercial life of the community.

The first deposit of the bank was made by Mark Moore for his daughter, Helen Moore, December 24, 1842, and on the 1st of January following the bank had seven patrons, its total deposits aggregating \$97. The business has grown each year from the start. In the first year the dividend declared was \$331.74. The deposits now amount to \$10,650,000, and in 1916 a dividend of \$376,192.50 was declared. There were 21,400 depositors in January, 1917. Ten people are employed in the bank and from the beginning the institution has held to the highest standards and its fair name has never been impeached.

PEOPLE'S SAVINGS BANK

The People's Savings Bank of Bridgeport was organized in 1860 by special act of the General Assembly, the organizers being Nathaniel Wheeler, James C. Loomis, Sherwood Sterling, Ira Sherman, P. C. Calhoun, George B. Waller, Frederick Wood, Samuel B. Ferguson, Robert T. Clark, Abijah Hawley, Thomas Ransom, James Daskam, Elbert E. Hubbell, William G. Lineburgh, William H. Perry, Henry Burr and Stephen Hawley. The first officers, elected July 2, 1860, were: Ira Sherman, president; George B. Waller, vice president; and Stephen Hawley, treasurer; with Abajah Hawley, Thomas Ransom, Nathaniel Wheeler, Samuel B. Ferguson, James Daskam, Elbert E. Hubbell, William G. Lineburgh, William H. Perry, Bradley Sanford and Stephen S. Booth as trustees. The first vote which they took was for the adoption of a seal for the bank—the seal which has since been in use.

They began business in a small room at the corner of State and Main streets, over the Pequonnock Bank, and later were located at the corner of Wall and Water streets, while subsequently they erected a building at the corner of Bank and Main streets, a brick structure with high basement in the rear. The first floor and basement were used as a store by the Frank Reed Clothing Company. This was in 1870. The First National Bank quarters were originally on the second floor in the front office, while the People's Savings Bank used the rear office. In 1880 the First National Bank occupied the first floor and the savings bank thereafter occupied the entire second floor. The inside finishings were of heavy black walnut. The bank remained in that building until 1905, and then secured temporary quarters at 923 Main Street, but on the 24th of August, 1907, were installed in their new home at Nos. 924 and 926 Main Street, where they have since remained. This building has a twenty-seven foot frontage and a depth of ninety-two feet, is one story in height, with mezzanine floor in the rear. There are brick side walls laid with cement, while the front is of marble and the finishings are of mahogany and metal. Light enters through skylights of ornamental glass and the equipment of the bank renders it most attractive, while the policy of the institution has made it one of the most safe and reliable to be found in Connecticut. In the year 1861 the deposits amounted to \$103,405.93. Something of the continued growth of the business is indicated in the fact that in 1871 the deposits were \$711,341.79; in 1881, \$1,308,246.68; in 1891, \$2,371,543.80; in 1901, \$3,529,344.83; and in 1911, \$5,738,655.28. The total

assets in 1917 are \$8,915,443, with deposits of \$8,246,986. Today the bank has undivided profits of \$193,582, with a surplus of \$325,000. During the past ten years it has paid a 4 per cent dividend. Its first safe was an iron one, purchased at a cost of \$50. Today the bank uses the time-lock fire and burglar proof vaults unsurpassed by those of any banking institution in Bridgeport. Mr. Sherman continued as the first president until his death in May, 1869. He was succeeded on the 12th of July of that year by George B. Waller, who remained in the office until his death, June 24, 1890. William E. Seeley then served as president from June 26, 1890, until death terminated his labors August 25, 1905. His successor, Samuel W. Baldwin, served from October 3, 1905, until he passed away December 25, 1914, at the notable old age of ninety-one years, and on the 7th of January, 1915, Henry Atwater became the president and so continues.

The first secretary and treasurer, Stephen Hawley, died in November, 1861, and was succeeded by Courtland Kelsey, who served from January 3, 1861, until he resigned, May 28, 1862. Philip E. Lockwood then occupied the position until June, 1864, when he resigned, and on the 17th of that month Joseph F. Hanford was elected to the office. His resignation on the 20th of December, 1867, was followed by the election of Egbert Marsh, who served until July 6, 1881, when he resigned. In the same month Francis W. Marsh became his successor and remained in office for five years. He was followed by Edward W. Marsh, who filled the position from June 1, 1886, until his death January 23, 1913. Willis H. Lyon was then elected treasurer, January 30, 1913, and still occupies that position. Edward W. Marsh resigned as secretary October 25, 1910, and was elected assistant treasurer, while Frank Hubbard became secretary and has since occupied that position.

CITY SAVINGS BANK

The petition for the incorporation of the City Savings Bank of Bridgeport was presented to the State Legislature by D. F. Hollister and a charter was granted to the institution in May, 1859. The first meeting of the stockholders was held at the city council rooms July 16, 1859, and the following officers were elected: Hanford Lyon, president; Russell Tomlinson, D. H. Sterling, Ira Gregory, D. W. Thompson, vice presidents; S. M. Middlebrook, secretary and treasurer; Sherman Hartwell, P. C. Calhoun, Horace Nichols, D. F. Hollister, George P. Stockwell, Stephen Lounsbury, H. N. Hayes, John

BRIDGEPORT AND VICINITY

Brooks, A. A. Pettengill, E. B. Goodsell, Burr Knapp, R. T. Clarke, Thomas Hawley, Josiah Baylies and S. C. Booth.

The first business was conducted in hired rooms on Wall Street, near the corner of Water. The presidents of the institution since Hanford Lyon have been: Ira Gregory, Horace Nichols, D. F. Hoilister and Benjamin Fletcher. The bank has been very successful throughout its existence and now has deposits close to \$10,000,000. Willard S. Plumb is the secretary and treasurer of this bank and Richmond W. Cogswell is his assistant.

MECHANICS' AND FARMERS' SAVINGS BANK

This bank received its charter in 1871, but was not officially organized until July, 1873, when the incorporators held their first meeting and elected a board of trustees; George W. Hayes, president; Andrew Burke and George Lewis, vice presidents; and Lyman S. Catlin, secretary and treasurer. It was started as an East Bridgeport bank and was located on West Washington Avenue, near East Main Street. From there the bank was moved to the basement of the Connecticut Bank Building, corner of Main and Wall streets, then to the Barnum Building, 407 Main Street, then to the City Bank Building, Wall Street, and finally to the new and attractive structure at 930 Main Street. The presidents of the institution have been: George W. Hayes, William G. Lineburgh, Andrew Burke, D. N. Morgan, and John L. Wessels. L. S. Catlin is the treasurer. The deposits of this bank are close to \$7,000,000.

THE BRIDGEPORT TRUST COMPANY

The Bridgeport Trust Company is one of the oldest trust companies in Connecticut. It was incorporated in 1901 and succeeded the private banking firm of Marsh, Merwin and Lemmon which was established in 1886. This trust company has enjoyed remarkable prosperity and speedy development. Starting with \$100,000 paid in capital, this was increased in 1905 to \$200,000 and again in 1913 to \$500,000, while at the present time the capital and surplus of this company exceeds \$800,000. The original list of officers at the time of organization consisted of Francis W. Marsh, president; Orange Merwin, vice president; Edmund H. Judson, treasurer; and Egbert Marsh, secretary. In 1907 Mr. Egbert Marsh was elected to the vice presidency at the death of Mr. Merwin. In 1913 Mr. Charles



CITY SAVINGS BANK, BRIDGEPORT

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G. Sanford succeeded Mr. F. W. Marsh as president and shortly he was succeeded by Mr. C. Barnum Seeley. About this time Mr. Horace B. Merwin assumed the secretaryship. These officers are assisted by an exceptionally strong board of directors consisting of some of the most prominent and influential men of the community.

In February, 1916, this company moved into its beautiful new bank building, which is one of the most up-to-date and attractive buildings devoted exclusively to banking in New England. Its safe deposit and storage vaults are among the largest and most complete on the eastern sea-board.

As a result of years of development, this company has in operation several distinct departments. Its trust department carries on a fiduciary business which embraces the handling of estates in all branches, together with personal and corporate trusts, offices of registrar and transfer agents. Its savings department, which is operated under the same conditions as a savings bank, has deposits now over two million dollars. Its regular banking department has deposits aggregating nearly four million dollars.

The future of this trust company looks exceptionally bright for with a wide-awake and aggressive management, its steady growth and rapid development will continue to strengthen its position in the community.

The American Bank and Trust Company was established in November, 1912. The capital stock of the company is \$100,000, the surplus \$19,000 and the deposits nearly \$2,000,000. The officers are: M. W. Manwaring, president; L. Kutscher, Jr., vice president; E. L. Sullivan, vice president; R. J. McKenzic, vice president; Albert W. Tremain, secretary and treasurer.

The Southport Trust Company was organized in 1903 and is now officered by the following: A. O. Jennings, president; W. H. Perry and O. G. Jennings, vice presidents; and R. G. Demarest, secretary and treasurer.

The Stratford Trust Company was recently, 1915, organized. E. W. Peck is the president of this institution; S. W. Hubbell and F. S. Beardsley, vice presidents; and W. E. Goodard, secretary and treasurer.

SOUTHPORT SAVINGS BANK

The Southport Savings Bank was chartered by the General Assembly at its May session, 1854. It was organized in Septem-

BRIDGEPORT AND VICINITY

ber, 1854, by the election of the following: Frederick Marquand, president; William W. Wakeman, Edwin Sherwood, Augustus Jennings, vice presidents; Jessup Alvord, Moses Bulkeley, George Bulkeley, Oliver H. Perry, Ebenezer Jessup, Simon Sherwood, William Bulkeley, Allen Nichols, Jonathan Godfrey, Samuel A. Nichols, William Bibbins, John Gould, trustees; F. D. Perry, secretary and treasurer. The present officers are: John H. Perry, president; A. O. Jennings, C. O. Jelliff and W. H. Perry, vice presidents; H. H. Perry, treasurer; and C. B. Jennings, assistant treasurer.

The Southport National Bank, now defunct, was an institution chartered in January, 1832, as a branch of the Connecticut Bank of Bridgeport, with Jeremiah Sturges as the first president. This connection with the Bridgeport institution discontinued in July, 1851, when the Southport bank obtained an independent charter and was known as the Southport Bank. It became a national bank in 1865. The first capital stock was \$100,000.

JAS. STAPLES & COMPANY

The banking department of the Jas. Staples & Company was started in 1874 under the style of Staples & Company. T. R. Cruttenden and Frances H. Cruttenden were the partners. The firm of James Staples & Company was formed in 1884 through the admission of Philip L. Holzer and Frank T. Staples. In 1903 James Staples died and since the other two have conducted the business of banking. In 1892 the company occupied their own building at 189 State Street. Prior to this time they had been located on State between Main and Water streets, at 283 State Street and at 287 State Street.

T. L. WATSON & COMPANY

The firm of T. L. Watson & Company was started in the year 1866, on November 1st, by Gen. T. L. Watson and Daniel Hatch, under the firm name of Hatch & Watson. Watson had been a clerk in the old Farmers Bank and also in the City National Bank. After the death of Mr. Hatch the business of the firm was conducted under the name of T. L. Watson & Company, which title this successful banking institution now bears.

CHAPTER XII

TRANSPORTATION

TURNPIKES—STRATFORD AND WESTON TURNPIKE—BRIDGEPORT AND
NEWTOWN TURNPIKE—TOLLS—THE RAILROADS—THE HOUSATONIC
ROAD—THE NAUGATUCK RAILROAD—NEW YORK, NEW HAVEN &
HARTFORD RAILROAD—STREET RAILWAYS—BRIDGEPORT HORSE RAIL-
ROAD—BRIDGEPORT AND WEST STRATFORD HORSE RAILROAD COMPANY
—BRIDGEPORT TRACTION COMPANY—THE CONNECTICUT COMPANY.

TURNPIKES

Prior to the coming of the railroads, the date of which may be placed as 1836, the highways were the chief avenues of travel and for the carriage of produce to the villages and to the water. Shipping was done almost wholly by vessels plying along the Sound, to Boston and New York and intervening points. Overland transportation was both expensive and cumbersome and was rarely used. The merchants had their stores along the water front and each equipped himself with a wharf and from one to five packets for the coasting trade.

This matter of providing better and more comfortable avenues of travel than was afforded by the common highway under town control was brought before the General Assembly in 1792. The towns hitherto had had charge of the repairing of the highways which passed through their territory and, the average town being too poor to make any but the necessary improvements, the highways were generally in very poor condition. Every town levied a highway tax, which was paid in labor upon the roads. This condition of affairs led the General Assembly to take from the control of the towns certain main highways leading from one large community to another and to authorize the erection upon the roads of gates, where it was made lawful to collect toll from travelers, the money thus collected to be used exclusively for the improvement of the highways. This arrange-

ment was satisfactory to the towns, as it freed them from extra highway expense.

The first turnpike gate in the state was established by a resolution passed by the General Assembly at its May session of 1792, "authorizing the collection of toll on the road from New London to Norwich through the Mohegan Reservation."

The commissioners were annually, in December, to account for the receipts and expenditures of the tolls with the county court of Fairfield County, and in default of a proper management could be sued by the treasurer of the county "and the sums so recovered from them shall be applied under the direction of said court for the benefit of said road."

At the October session of 1797 Jonathan Sturges of Fairfield and others were incorporated as "The Saquituck Turnpike Company, for erecting and keeping in repair bridges over Saquituck River (Saugatuck River) and Sasco Creek, and for establishing, making and keeping in repair a turnpike road from Ansel Trubie's in Fairfield to Thomas Lockwood's in Norwalk." Under a provision made, the towns of Fairfield and Norwalk, Westport not then having been set off, were allowed the privilege of subscribing for a certain number of shares of the company. Jonathan Sturges was prominent in the work of having good roads from New York to New Haven and was identified with several turnpike companies which controlled the stage route between New York and Boston, and which passed through Bridgeport.

At the May session of 1806 John Davenport, Jr., and his associates were incorporated under the name of The Connecticut Turnpike Company. This turnpike extended from Byram River, or the New York State line, to Mill Plain in Fairfield. The extension of the road east was along Fairfield Avenue, State Street to Main, to Wall Street, across the Newfield or Lottery Bridge to Stratford. However, this portion never became part of a turnpike road.

The first turnpike of direct interest to the Village of Newfield was The Stratford and Weston Turnpike Company, incorporated at the October session of the General Assembly in 1797. "Amos Hubbell, Josiah Lacey, Salmon Hubbell, Burr Gilbert, David Silliman and William Bennett" were "authorized to repair the road from the foot of the hill below the Baptist meeting house to said cross highway above said David Silliman's in said Weston." The southern terminus of this turnpike was at a point on Brooklawn Avenue which

later divided the City of Bridgeport from Fairfield at Union Avenue.

At the October session of 1801, on the petition of John S. Cannon and others whom should associate with him, there was incorporated The Bridgeport and Newtown Turnpike Company. This was perhaps the most important turnpike company with which Bridgeport became associated, as its extension to New Milford opened up a rich producing territory for the merchants. It was provided that "when the county court of the County of Fairfield, either by themselves or by a committee appointed for that purpose at the expense of said company, shall have fixed upon and established the ground proper for said turnpike road from the north line of said Bridgeport to the south line of said New Milford, which they are hereby authorized to do, and either by themselves or their committee shall have assessed and allowed the damages done to any individual or individuals by the alterations that shall be so made by straightening the road now traveled, or laying out a new road as the case may require, and as the said County Court shall judge expedient: and said company shall have paid and satisfied to such individuals their respective damages assessed as aforesaid, and shall have fully repaired the road so laid out and established, and have built and put in a state of repair, as the case may require, all necessary bridges on the road so established to the acceptance of said county court, and obtained a certificate thereof from the said county court, then and not before they are hereby authorized to erect three turnpike gates on said road so established at such places as said county court shall order: Provided always that the southernmost gate shall not be erected south of the north side of the 'Old Post Road,' so-called, from Stratford to Fairfield."

This Old Post Road is now known as North Avenue, and the north line of Bridgeport referred to was the borough line, namely: the junction of Washington Avenue and Main Street. The toll which the company was authorized to collect at each of their gates was as follows:

Cents

Every traveling four-wheeled pleasure carriage, driver and passengers	25
Every two-wheeled pleasure carriage, driver and passengers	12½
Every loaded cart, team and driver	12½
Every loaded wagon with two horses and driver.....	8

	Cents
Every man and horse	4
Every stage, including driver and passengers.....	25
Every loaded sled, team and driver.....	10
Every sleigh with two horses, driver, etc.....	8
Every pleasure sleigh, with one horse, etc.....	6 $\frac{1}{4}$
Every other one-horse sleigh	4
Every empty cart, wagon, sleigh, sled and driver....	4
Every horse, cart and driver	4
Horse, mules and neat cattle, each.....	1

Persons traveling to attend public worship, funerals, or society, town or freemens' meetings, and persons obliged to do military duty, traveling to attend trainings, persons going to and from grist mills, and persons passing through gates to attend to or return from their ordinary farming business, were not liable to the payment of toll.

This highway became one of the most important in Western New England and for many years paid large dividends. The road naturally brought the greater amount of country trade to Bridgeport and consequently this led to the formation of other turnpikes from Newtown to Norwalk and also from Monroe to Black Rock, for the purpose of diverting a portion of this trade to those towns.

The General Assembly at its May session in 1828 appointed Jesse Bradley, Abraham D. Baldwin and Daniel Tomlinson to view the contemplated route of the Huntington Turnpike and to "survey and lay out a road from the center of said Huntington to said Bridgeport, so as to fall in with a certain new road to said Bridgeport lately laid out by the county court of Fairfield, and lately worked from Nichols Farms, so called, in said Trumbull, through portions of said Trumbull, Stratford and Bridgeport, and assess damages done to individuals thereby." This corporation was to be known as the Huntington Turnpike Company. This turnpike still exists. It originally ended at Main Street, below East Washington Avenue, but the remainder of it in the city limits is known as the Huntington Road.

The only other turnpike road entering the City of Bridgeport was incorporated by the General Assembly at its May session in 1832. This was known as the Black Rock and Weston Turnpike Company. The Branch Turnpike was incorporated the previous year, commencing at Bennett's Bridge in Newtown and passing through Newtown, Weston and Fairfield, ending in Norwalk.

The incorporators of the Black Rock and Weston Turnpike Com-

pany were: David Hill, Walter Thorpe, Seth Bury, Thomas Bartram, Rufus Hoyt, William H. Nichols, Munson Gray, Thomas Ransom, John S. Wilson, Josiah Banks, Sullivan Moulton, Jeremiah Oakley, Bradford Winton, Hezekiah Osborn, Moses Wheeler, David Williams and Henry Jennings.

THE RAILROADS

The coming of the railroad enterprises in the '30s immediately brought forth much opposition from the turnpike companies. Mr. George C. Waldo, Sr., in his "History of Bridgeport" (1897), states that: "The advent of the railroads was to this interest a most serious matter. And yet, charters were being asked for up to and after the time when the railroad epoch opened. The danger does not appear to have been, at first, fully realized. But where railroads were projected that paralleled existing turnpikes, the companies owning and controlling the latter remonstrated strongly against the injustice that would be done them by the granting of the railroad charters. The owners of stock in and the officers of the great turnpike companies which terminated in Bridgeport, and which had been the feeders of her trade and commerce for a quarter of a century, fought against the chartering of the Housatonic Railroad, which would drain the country from which they derived their support, and, in the end, kill their business. These parties represented, in petitions to the Legislature drawn by such able and interested lawyers as Judge Roger Minot Sherman of Fairfield, that they had chartered and vested rights which were threatened with destruction, but which the state was in honor bound to protect. They had invested large sums of money in the building, improving and repair of the great turnpike roads, and the stock in the chartered companies was owned, in many instances, by widows and orphans, and held in trust for other dependent persons, whose all was imperiled by the railroad proposed. When the extent of those interests and the strength of the case thus presented are considered, it is remarkable that the new project triumphed, and to have overcome such certainly natural and seemingly consistent opposition, the railroad, as an institution, must have possessed, even then, that wonderfully persuasive power in shaping legislation, which inheres in it today."

In the year 1832 Connecticut gave, through her General Assembly, charters to the Boston, Norwich and New London Railroad, the New York and Stonington and the Sharon and Salisbury railroads.

In 1833 charters were given to the Manchester and Hartford, also the New Haven Railroad and in 1835 the Hartford and Springfield, Fairfield County, and the Worcester and Hartford railroads received their charters.

THE HOUSATONIC ROAD

In 1836 a charter was granted to Enoch Foote, William Peet and William C. Stirling of Bridgeport for the "Ousatonic Rail Road Company." Authority was given them to "locate, construct and complete a single, double or treble railroad, to commence at the north line of the State of Connecticut on the southern boundary of the Town of Sheffield, thence following or near the valley of the Ousatonic River in the State of Connecticut to the Town of New Milford; thence along the valley of Still River to a point within at least one mile and a half to the dwelling house of Thaddeus Gray in the Town of Brookfield; thence into and along the Pequonnock Valley to tide water in the Town of Bridgeport; or from or near said point near the dwelling house of Thaddeus Gray to intersect the northern termination of the Fairfield County Railroad in Danbury; or from said point near Thaddeus Gray's dwelling house, through Danbury and Ridgefield to the western line of the State of Connecticut, to meet a contemplated railroad from Harlem through West Chester County." The capital stock of the company was to be \$800,000, with authority to increase the same to \$1,500,000, to be divided into shares of \$100 each.

Although his name did not appear as an incorporator the real force back of the project was in the person of Alfred Bishop, who had moved to Bridgeport from New Jersey in 1836, with the intention of undertaking contract work and in particular the construction of the railroad. "Mr. Bishop was a suave conversationalist, a shrewd manipulator and a persistent worker in carrying out a fixed purpose. Railroads were practically an experiment at the time, and showing advantages over the turnpikes with their frequent toll gates it is not surprising that the construction of one leading from the Massachusetts line to tide water at Bridgeport had a fascination for the enterprising and go-ahead business men of the city, who, however, were as unsophisticated in matters of this kind as were their more rural neighbors. With such surroundings it is not surprising that a man with the peculiar tact and ability of Mr. Bishop would soon lead them to believe that this railroad could not fail to prove a profitable

investment. Without Mr. Bishop's efforts there are grave doubts whether the Housatonic Railroad would have been constructed at this time, or would have been constructed had not the city of Bridgeport become a principal stockholder."

At a city meeting held March 2, 1836, resolutions were passed which pledged the aid of the city to the extent of \$100,000. This sum was afterwards increased to \$150,000, bonds issued and sold for the raising of the money. All of the citizens of the community had thus pledged themselves to the purchase of \$150,000 worth of Housatonic Railroad stock, but it is believed today that had they foreseen the future events they would not have been so willing to encumber themselves to such a great extent. Everyone expected the new railroad to be a successful enterprise and pay big dividends immediately. Little did they believe that the debt would have to be paid by direct taxation upon their property and that almost a half century would elapse before they were cleared of the responsibility.

With the money realized from the sale of the bonds and from other sources the road was built, but at first was not successful. A financial panic struck the whole country at about this time and the citizens of Bridgeport were compelled to pay interest upon their bonds. This was next to an impossibility for people in such circumstances as were the Bridgeporters. Many moved from the town to escape the payments and others openly declared hostilities. The whole question was carried into the courts and in every instance the courts found against the city. It was not until 1856 that a sinking fund was established, which enabled the city to eventually free herself from the burden.

Whether the city and the tax-payers were right in their fight to secure or find some means of dodging the payment of the bonds is a matter of individual opinion. It will be found that the consensus of opinion is that, once in the deal, the citizens and city itself should have "faced the music," as the courts decreed time after time that they should. Every means was taken to protect the city property from seizure, as several of the actions of the council will attest. For instance, at a meeting August 21, 1843, Mayor James C. Loomis leased the engine houses, Nos. 2 and 3, to George Kippen for \$15, also Engine House No. 4, for the period of twelve months. Again, at a city meeting called for the purpose on September 30, 1843, it was voted "that Philo Hurd, of the City of Bridgeport, be and is hereby appointed agent * * * to assign, transfer and convey unto Noah Plumb, Esq., of the Town of Bridgeport, all the

property of the City of Bridgeport, both real and personal, in trust for the benefit of all the creditors of the said city, according to the statutes in such cases made and provided." Again, in June, 1844, the city sold to the town "all the fire engines with fixtures and appurtenances thereto belonging, together with the houses and lands belonging to said fire department" for the sum of \$1,249.09, and the town in turn leased the same property back to the city for the sum of \$75 a year. This was a form of subterfuge to escape the tax levy upon city property. It was not altogether successful, however, as it was too bold and illegal. In February, 1845, the city took back the fire department property for the same price which they had been paid.

At the beginning of the Housatonic enterprise, Gideon Tomlinson, ex-governor, was president of the company, but at the first annual meeting in 1837 the following officers were chosen: William P. Burrall, president; William H. Noble, secretary; Jesse Sterling, treasurer; and William P. Burrall, Edwin Porter, Samuel Simons, Stephen Lounsbury, Charles DeForest of Bridgeport, Anan Hine, Asa Pickett of New Milford, Alpheus Fuller of Kent, and Peter Bierce of Cornwall, directors.

The southern portion of the road, from Bridgeport to New Milford, was constructed and opened for traffic in February, 1840. The northern portion was opened in 1842 from Sheffield, Massachusetts, to Bridgeport. The first track consisted simply of flat iron strips nailed down to wooden sills, but these frequently caused accidents by bending at the ends, and in 1846 the "T" rail was adopted.

Many difficulties, chiefly financial, beset the Housatonic Railroad through its existence as such and at different times the company was reorganized. By 1887 the road had embraced the New Haven and Derby Road and the Danbury and Norwalk Railroad. After a time this system was absorbed by the Consolidated System, under a ninety-nine year lease, and the Housatonic, as such, came to an end.

THE NAUGATUCK RAILROAD

The Naugatuck Railroad, like the Housatonic Railroad, was projected by Alfred Bishop. He conferred with various influential men of this territory and finally satisfying himself that such a scheme would be a success, brought the matter before the General Assembly. This body granted a charter in the year 1845; this was amended in 1847

and 1848. The grantees named were: Timothy Dwight of New Haven, Green Kendrick of Waterbury, Thomas Burlock of Derby, William P. Burrall of Bridgeport, Philo Hurd of Bridgeport, Alfred B. Brittain of Bridgeport, and George L. Schuyler of New York City.

The first plan was to extend the road only from Bridgeport to Waterbury, with a capital stock of \$800,000, but later, when it was farther extended to Winsted, the capital stock was increased to \$1,200,000. Again, sometime later, the capital was increased to \$1,500,000, in order that equipment and rolling stock might be purchased.

The company was formally organized in February, 1848, and a contract made with Alfred Bishop for the construction of the road complete, for which he was to receive \$800,000 in cash and \$400,000 in bonds. The first officers of the company were: Timothy Dwight, president; Ira Sherman, secretary; and Horace Nichols, treasurer.

The survey of the road was made by R. B. Mason and presented to the directors March 14, 1848. The board adopted the plans submitted and in the following April the actual work of building the line was begun. Modern equipment for the time, including the heavy "T" rail, was used from the beginning.

Slight changes were made in the route of the railroad at this time. At the south end, instead of crossing the Housatonic River at Derby, thus coming direct to Bridgeport, the line was continued on the east side of the river to the New York and New Haven Railroad. On June 11th the road was opened to Waterbury and on July 23d to Plymouth. By September 24th the line was open to Winsted. The chief offices of the Naugatuck Railroad were located at the corner of Main Street and South Avenue, Bridgeport, the shops and freight depot being located a short distance away. The road was merged with the Consolidated Corporation in 1887 and became the Naugatuck Division of that system. Throughout its existence as an independent road the Naugatuck enjoyed more prosperity than its predecessor—the Housatonic. It was better managed and organized and made money steadily.

NEW YORK, NEW HAVEN & HARTFORD R. R.

In the year 1844 an Act of Incorporation was obtained from the Connecticut Legislature by Joseph Sheffield of New Haven, Anson G. Phelps of New York, and others, giving them permission to

construct a railroad, not exceeding six rods in width, from New Haven to the western boundary of the state, and to transport persons and property on the road by steam or other power, including animals, or "by any combination of these which said company may choose." On May 11, 1846, the New York Legislature granted the same persons permission to extend their proposed railroad from the Connecticut line to connect with the Harlem Road at Williams' Bridge, New York.

The first meeting of the stockholders was held at New York City, May 19, 1846, when the following board of directors was elected: Robert Schuyler, Anson G. Phelps, Elihu Townsend, Morris Ketchum, all of New York; Henry J. Sanford, of Stamford; William P. Burrall and Stephen Tomlinson, of Bridgeport; Joseph E. Sheffield, of New Haven; and F. R. Griffin, of Guilford. At a subsequent meeting of the directors Robert Schuyler was chosen president and William P. Burrall, secretary.

Preliminary surveys were made of the road by Alexander C. Twining, whereupon a contract was consummated with Alfred Bishop and Sidney G. Miller to build the road from the depot of the Hartford & New Haven Railroad in the City of New York to Williams' Bridge, the work to be started by December 1, 1846, and to be completed by August 1, 1848. The contract price was \$2,250,000, payable as follows: cash, in installments, as work is completed, \$1,350,000; and \$900,000 in stock. The contractors were also to receive life-time passes upon the road.

Upon the death of Alfred Bishop in 1849 his son William Darius Bishop, then just graduated from Yale, took up his father's work and completed his unfinished contracts, not only on the Naugatuck Road but in the West. He early became a director in the Naugatuck Road, then its superintendent, and in 1855 its president. In 1867 he became president of the new New York, New Haven and Hartford Road, which position he held twelve years, and during his incumbency the road developed into a powerful and prosperous corporation of which Mr. Bishop remained a director till his death in 1904.

The work of construction and the optimism of the directors were based largely on the report of Roswell B. Mason, which had been made about six years before. Mr. Mason was a prominent engineer of the time, was superintendent and made the final surveys of the Housatonic, of the Berkshire to the Boston & Albany Railroad, and subsequently moved to Chicago, of which city he was mayor at the time of the great fire there. He served as engineer for the New

York & New Haven when construction was begun on this road. His report in part read:

"Report of the Survey and Examination of a Route for a Railroad from Bridgeport in the direction of New York City, to Sawpits Village. By R. B. Mason, Chief Engineer of the Housatonic Railroad." After stating that the line surveyed was "from the corner of Wall and Water streets in Bridgeport to the east bank of the Byram River, opposite the village of Sawpits in New York" and a statement of the cost of surveying Mason stated: "Although I have estimated for the wooden rail and flat bar, still, I would recommend the edge rail, believing it to be sound economy to use it on a road destined to do such an immense amount of business. A single track edge rail, with turn-outs, including right of way and all expenses to prepare the road for locomotive power, may be constructed for \$21,000 per mile.

"I would refer to some of the resources that this road, when complete, will have for its support. The present amount of travel between New York, Bridgeport and the intermediate points, for four or five months in the year, is about 250 daily, each way; for the residue of the year, about 100. This, however, does not include the travel between Sawpits and New York. I have not been able to ascertain the amount of travel between the country east of Bridgeport and New York, but from the number of steamboats engaged on the Sound, almost exclusively in the transportation of passengers, we can readily conceive the number must be several hundred each way daily. During the summer this travel would be divided between the steamboats and the railroad. But for several months in the year, a large proportion of it would seek the railroad * * * Where, I would ask, is there a railroad project whose benefits, when completed, would be so widely diffused, or that promises such a rich reward to the stockholders?"

This is a comprehensive forecast of the purpose behind the organization of the New York & New Haven Railroad Company. It was to meet this competition from the Sound vessels and to secure the large amount of travel and freight which then existed.

Trains began running from Bridgeport to Fairfield September 2, 1848, but, although finished from New Haven to Westport in October, 1848, it was not until January 1, 1849, that the road was opened for travel over the whole length. This was then a single track, but in May, 1851, an additional track was laid and the capital stock increased to \$3,000,000.

In 1872 a consolidation of the New York & New Haven and the Hartford & New Haven was effected. The new title, the New York, New Haven & Hartford, was given at the time of the incorporation of this new combination on August 6th of that year. The Hartford & New Haven Railroad was chartered in May, 1833, and opened for traffic in May, 1839. The New York & New Haven took over the Naugatuck Line by lease October 1, 1884, and the Housatonic in the same manner June 30, 1892.

The directly operated lines of the New York, New Haven & Hartford extend from New York City to Providence and Boston, with radiating lines through the States of Connecticut, Rhode Island and Massachusetts. Over 2,000 miles of main track are used by this system. The Bridgeport depot has always been located on ground given by the late Hanford Lyon on condition that it be used for depot purposes for thirty years. This time expired many years ago, and the road has come into possession of the site by virtue of the contract. The station has been improved in recent years, an addition built on the east side of the tracks, also the tracks through the City of Bridgeport have been elevated. The expenses of this large improvement were borne by both the city and the railroad—in the ratio of about 1 to 6.

STREET RAILWAYS

The development of the street railway in Bridgeport has been on a par with the development of the railroads. From 1865 until 1917 progress has been made which would have been thought impossible two score years ago.

The Bridgeport Horse Railroad was the pioneer of this type. It was incorporated in 1865 with a capital stock of \$100,000, the charter giving the company the privilege of extending the line from the starting point near Pembroke Lake to Mountain Grove Cemetery and Black Rock, with a branch to Seaside Park. Cars began running from the Sterling House to the eastern terminus January 23, 1866.

The attention of the public was first called to the matter of having a street railway by an article in the Bridgeport Standard. Mr. Hanford Hayes, a public spirited citizen, immediately conferred with the editor of the newspaper, John D. Candee, and these two called into conference a number of prominent men of the city. The result was the granting of a charter. The work of construction was begun

by the president of the company, George S. Sanford, who turned the first shovel of earth on the hill at the eastern end of Noble's Bridge in East Bridgeport. At the time of the organization of the company the officers were: Albert Eames, president; Frederick Hurd, secretary and treasurer; B. F. Lashar, superintendent; N. Wheeler, P. T. Barnum, C. A. Hotchkiss, James Wilson, Albert Eames, H. E. Bowser and F. Hurd, directors.

Instructions given by the council of the city to the street railway company were as follows:

"To the Bridgeport Horse R. R. Co.:

"Gentlemen:—The Common Council of the City of Bridgeport having appointed the undersigned a committee with full power and authority to confer with you and give directions regarding your railroad and the location and construction of the same and its appurtenances; now in pursuance of the duties of the said appointment and after examination of the proposed route of your road and conference with the officers of your company, the undersigned as such committee hereby direct that the track of your said railroad be laid, constructed and built in accordance with the provisions of the charter of said company along Washington Avenue in East Bridgeport from some convenient point east of the Wheeler & Wilson Manufacturing Company, in or near the center of said avenue, in conformity with the established grade thereof, diverging from the center of said avenue at some convenient point east of Noble's Bridge and crossing the stream at said bridge on the northerly side of said bridge upon a structure or bridge to be built by said company, connected with and attached to said Noble's Bridge and the draw thereof; thence along Cedar Street as near as convenient to the center thereof in conformity with the established grade of said street, diverging to the northerly side of said street near its western terminus to admit the enlargement of the curve; thence along Main Street to State Street; thence along State Street to Division Street (Park Avenue).

* * * With a branch track or tracks as specified in the charter of said company from Main through Beaver to the depot of the N. Y. & H. R. R. Co., in or near the center of said Beaver Street * * * with such turnouts on Washington Avenue and Cedar Street, and in Main and State streets, as may be deemed convenient and necessary by said company. Said railroad company to macadamize the streets traveled by its road in the manner pro-

vided in the charter of the company and leave the same in as good condition as they are in when the same shall be located thereon.

"W. D. BISHOP,

"GEORGE W. HAYES,

"IRA GREGORY.

"Bridgeport, September 11, 1865."

On the 25th of September the horse railroad company extended an invitation to the council to attend the ceremony of breaking ground for the railroad at 10 A. M. on Washington Avenue. The invitation was accepted. The new venture, however, failed to succeed. For a number of years a desultory business was conducted and finally, unable to meet expenses, the road was practically abandoned.

The Bridgeport and West Stratford Horse Railroad Company was chartered in January, 1885, with the right to construct a road from the depot of the Consolidated in Bridgeport along Stratford Avenue to Nesumpaws Creek, also a branch through East Main Street to Crescent Avenue. The incorporators were: H. N. Beardsley, A. J. Beardsley, Warren B. Nichols, H. B. Drew, Samuel Wilmot, James Staples, V. R. C. Giddings, D. F. Hollister, Jacob Borstleman and James Bounds. The company organized with D. F. Hollister as president; H. B. Drew, secretary and treasurer. Work was begun on the construction about August 1, 1885, and the first cars began running October 12th of the same year. Unlike the first horse railroad company in Bridgeport, this company was a success from the start. A great increase in population in the two decades probably accounts for the prosperity of the new company.

In August, 1890, the Bridgeport Company was purchased by a Rochester syndicate. In 1892 it was sold to Charles A. Hotchkiss of Bridgeport and in 1893 a company under the name of the Bridgeport Traction Company was organized with a capital stock of \$1,000,000. This newly organized company bought out the old Bridgeport lines and the West Stratford, or West End, roads. In 1894 extensive improvements were made, chief of which was the introduction of the overhead trolley system, now used. A line was extended to Stratford, at Paradise Green and Washington Bridge, on the east, and to Fairfield and Southport on the west. The principal streets were double-tracked; extensions were made through State Street to Fairfield Avenue; through Fairfield Avenue from Main Street to Fairfield and Southport; through Park Avenue to Seaside Park; to Woodlawn Park and the Country Club; through Noble Avenue to Beardsley

Park; and in various other directions. This new company was organized with Col. N. H. Heft as president. In 1898 the line was extended to Westport. It is now possible to travel to New York City by trolley, to New Haven, Waterbury and other New England points.

The Bridgeport electric lines are among the finest in the country, in service, equipment and appearance. The company organized in 1893 has been absorbed by The Connecticut Company, which was incorporated under the Connecticut laws for the operation of electric railways in the state. On May 3, 1907, The Connecticut Company was legally merged with the New York, New Haven & Hartford Railroad Company, but on October 27, 1914, the \$40,000,000 capital stock was transferred from the railroad to five trustees in accordance with a decree of the Department of Justice. This stock is to be sold before July 1, 1919. The Connecticut Company has about 800 miles of trackage in the state.

CHAPTER XIII

THE TOWN OF STRATFORD

GENERAL DESCRIPTION—FIRST SETTLEMENT—A FEW PIONEERS—EARLY BUSINESS ENTERPRISES—MILLS, FERRIES AND MERCHANTS—AGRICULTURE—PURCHASING THE LANDS—THE PATENT OR CHARTER—REGULATIONS—POLITICAL STATUS—WITCHCRAFT—AN UNSOLVED MYSTERY—POSTOFFICES—TOWN HALL—FIRE DEPARTMENT—FINANCIAL—STRATFORD IN 1917.

Stratford is the most southeastern town of Fairfield County. It is bounded on the north by the towns of Huntington and Trumbull; on the east by the Housatonic River, which separates it from New Haven County; on the south by Long Island Sound, and on the west by the towns of Bridgeport and Trumbull. The surface slopes generally toward the Housatonic on the east and the sound on the south, broken here and there by small elevations, of which the principal are Chestnut Hill, Old Mill Hill, Long Hill, White Hills, Coram Hill and Toilsome Hill. The last received its name from the fact that the early settlers made a winding road to reach its summit, making the ascent longer than was really necessary. From the top of this hill a fine view of the sound and the surrounding country may be obtained.

FIRST SETTLEMENT

The territory now comprising the State of Connecticut was granted to a company by the Earl of Warwick in 1631. Windsor, Hartford and Wethersfield were settled in 1635-36; Saybrook was started in 1635 under John Winthrop, Jr.; two companies from London, led by Davenport and Pruden, founded New Haven in April, 1637, and the following spring Mr. Pruden led his company farther west and settled at Milford. Stratford was therefore the seventh plantation settled within the present State of Connecticut. During the war with the Pequot Indians, in 1637, Roger Ludlow of Windsor, while

in pursuit of the savages, became so pleased with the general appearance of the country and the fertility of the soil, that he recommended the planting of settlements there. In the spring of 1639, encouraged by the Connecticut Court, a few families located in what is now Stratford, though there is a fairly well authenticated tradition that William Judson, and perhaps a few others, settled there in the year 1638. The Indian name of the place was "Cupheag," and the settlement was first known as the "Cupheag Plantation."

In the fall of 1639 Roger Ludlow and his associates drove their cattle westward to Pequonnock (now Fairfield) and established a settlement in that region. On April 6, 1640, Mr. Ludlow, Governor John Haynes and Thomas Wells were appointed by the court to "settle the divisions of bounds between Pequannocke and Uncowaye, by the 24th day of June next, according to their former commission; and also that they tender the oath of Fidelity to the inhabitants of the towns and make such free as they shall approve of."

Before the date named in the above order the court, for some reason, appointed other persons to adjust the boundaries. The records of June 15, 1640, show that: "It is Ordered that Mr. Ludlow, Mr. Hopkins and Mr. Blakeman shall survey and divide and set out the bounds betwixt the Plantations of Cupheag and Uncoway (Pequonnock) provided if they cannot accord, Mr. Wells at his next coming to those parts shall issue it."

The Mr. Hopkins mentioned in the above order was William Hopkins, one of the early settlers of Stratford, who was appointed the first magistrate of the town, and Mr. Blakeman was the Rev. Adam Blakeman, Stratford's first clergyman. It will be noticed that in the order of April 6, 1640, the two settlements are called "towns," which would indicate that they had previously been incorporated according to law, but the date of such incorporation is not exactly known. The question of boundaries seems to have remained unsettled for many years. As late as the year 1679 the following report of a committee to adjust them was ordered to be spread upon the records of the two towns:

"An Agreement of ye agents of ye two Towns of Stratford and Fairfield this 24th day of Aprill 1679, about ye bound between ye two Towns from ye Cheritree Southerly to ye Sea as itt used to bee, and Northerly from ye Cheritree to a stone whereabouts a walnut tree growed, and from thence to a rock by Henry Summer's fence, from thence to a tree near ye path marked of ould with a cross north and south, from thence to a heap of stones nearer ye path upon ye hill

of rocks in sight of ye rode, and from thence to the next marked bound and so to Continue ye ould marked bound to ye extent of our twelve Miles.

"That this is our Agreement wee attest by subscribing our names this 24th day of Aprill, 1679. Joseph Hawley, Jehu Burr, John Wheeler, Francis Hall, Samuel Morehouse."

The line thus established was no doubt intelligible to the people of that day, but it would be a difficult matter to trace it at the present time. The "Cheritree" mentioned stood near what is now the junction of Park Avenue and Fairfield Avenue, in the City of Bridgeport, and the other landmarks have all been obliterated.

A FEW PIONEERS

William Judson, already referred to as the first settler of Stratford, was a native of Yorkshire, England. In 1634 he came to America and first located at Concord, Mass., where he lived until he came to Stratford in 1638. A few years later he purchased an interest in the iron works at East Haven and removed to New Haven, where he died on July 29, 1662. His son, Joseph, came with him to Stratford, being at that time a youth of nineteen years of age. He was made a freeman in 1658 and the next year was elected a deputy. During the next thirty years he was actively identified with the affairs of the town. He died in 1690 at the age of seventy-one.

Thomas Fairchild was one of the first to settle in Stratford, the claim having been made that he came with William Judson in 1638, but this is not certain. He came of an old English family, the coat-of-arms of which indicates that members of the family were in the Crusades as early as 1096 A. D. Mr. Fairchild was one of the first merchants in Stratford and was prominent in public matters. In 1654 he was appointed one of the committee to draft men for service in what is known as the "Narragansett War," and the same year was elected deputy. Ten years later he was appointed a commissioner, or justice of the peace, for Stratford and served until his death on December 14, 1670.

Thomas Sherwood, who is supposed to have come to Stratford with William Judson in 1638, came from England with his wife and four children in the ship *Frances* in 1634. In 1645 he was elected a deputy to the general court. When war with the Narragansett Indians was imminent, in October, 1654, Mr. Sherwood was appointed with Thomas Fairchild and the constables of Stratford to

press men and necessities from the town. In the same year he and John Hurd received from the town a grant of forty acres of land and three pieces of meadow, on condition that they would "build a mill to grind the town's corn." He died in 1656, at the age of fifty-six years.

Rev. Adam Blakeman was born in Staffordshire, England, in 1598, and was therefore forty-one years old when he came to Stratford in 1639. At the age of nineteen he entered Christ College at Oxford, where he prepared himself for the ministry and prior to his coming to America he preached in Derbyshire and Leicestershire. Soon after coming to Stratford he organized the First Church, of which he remained pastor until his death in September, 1665. The life of a minister in Connecticut in that day was not a "path of roses," and the congregation fell so far in arrears in the payment of their pastor's salary that on May 17, 1649, the court issued the following order: "Concerning Mr. Blakeman's maintenance, Mr. Ludlowe is directed, both for what is behind and also for the future, to take care that it is levied according to the several seasons as is provided by the order of the country." Two years later, at a town meeting, it was "agreed that Mr. Blakeman shall have sixty-three pounds and pay a part of his own rate."

Philip Groves, one of Stratford's first settlers, was prominent in the town. He was the first ruling elder of the Stratford Church; was elected in 1642 the first deputy to the General Court; and in 1653 was appointed with William Beardsley to settle the question of boundaries between Fairfield and Norwalk. About that time it looked as though there was to be a war between the people of Connecticut and the Dutch at New York, and Mr. Groves and "Goodman Thornton" were appointed to assist the constables in making a draft of soldiers and provisions. In May, 1654, he was appointed by the court "Assistant to such Magistrates as the Court shall at any time send among them." The following year he was again elected deputy. During the next ten years he held various public positions and died in 1675.

William Beardsley, with his wife and three children, embarked upon the ship *Planter* at an English port in April, 1635, and four years later came with his family to Stratford, having been made a freeman in Massachusetts in December, 1636. He was a native of Stratford on Avon, Warwickshire, England, the birthplace of William Shakespeare, and it is quite likely that he had something to do with naming the Town of Stratford, Conn. In 1645 Mr. Beardsley

and Thomas Sherwood were elected deputies for Stratford and in 1651 he was appointed an assistant "to join with the magistrates for the execution of Justice in the town by the Sea side." He died in 1660 at the age of fifty-six years. Some of his descendants named the Town of Avon, New York, and one of them, Samuel Beardsley, served for several years as chief justice of the New York Supreme Court.

Two others who came over on the Planter with Mr. Blakeman's company in the spring of 1635, and who followed him to Connecticut, were Richard Harvey and William Willcoxson, both of whom settled in Stratford in 1639. Mr. Harvey was a native of Hertfordshire, England, a tailor by trade, and probably made the first suit of clothes ever made in Fairfield County. Mr. Willcoxson was made a freeman in Massachusetts in 1636. After coming to Stratford he became prominent in the affairs of the town. In his will, which was dated May, 1651, he left forty pounds to the church in Concord, Mass., his first home in America.

Among the settlers of 1639 were Francis Nichols and his son Isaac. In the order of the General Court, issued on October 10, 1639, directing the governor and Mr. Wells to administer the oath of fidelity to the settlers of Stratford, make freemen of such as they deemed qualified, etc., it was expressly stated that they should "assign Sergeant Nicholls for the present to train the men and exercise them in military discipline." He was therefore the first military officer in the town and was probably selected for that honor on account of previous military training in the mother country. He died in 1650. His son Isaac served as deputy in the General Court in 1662 and again in 1685. His death occurred in 1695.

Thomas Alsop, who came to this country from England in 1635 on the ship Elizabeth and Ann, was one of the first company to settle in Stratford. Some authorities state that he was a son of John Alsop, who lived in Stratford-on-Avon, England, and from this fact deduce that he had something to do with the name given to the Connecticut plantation.

Other early settlers of Stratford, who came prior to the year 1650, were: John Peake, Arthur Bostwick, Thomas Skidmore, John Reader, Robert Rice, William Quenby, William Burritt, Nicholas Knell, Eleazer Knowles, John Brinsmade, Adam and John Hurd, John Birdsey, Daniel Titterton, John Thompson, Thomas Uffoot, Joseph Hawley, Robert Seabrook, Henry Gregory, Richard Boothe, Moses Wheeler, the Coe (or Cooe) and Curtis families, William



HOMESTEAD OF NATHANIEL SHERWOOD WORDIN

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Hopkins, Samuel Sherman, Robert Rose and Thomas Thornton. All were men of steady habits and undaunted courage—men well calculated to assist in developing the resources of a new country.

EARLY BUSINESS ENTERPRISES

One of the first necessities in a new country is a mill for grinding grain and sawing lumber. There is a vague account of a corn mill having been built on Nesumpaws Creek, southwest of the village, but by whom it was established or just when it was erected is not certain. It was a tidewater mill and was still in operation in the fall of 1671, as the records of November 7, 1671, show that a division of the land "lying between the mile path and the fence" was ordered at a town meeting held on that date.

In 1652 the town voted in favor of another mill and Thomas Sherwood and John Hurd began the work of construction. On January 5, 1654, the records show that "John Hurd and Thomas Sherwood, in consideration of the expense laid out for the making and keeping a mill to grind the town's corn, do require the town to give them forty acres of upland lying as near the mill as may be, bounded as followeth: The creek eastward of it, the common highway on the north, the commons west and southward; and three spots of meadow a little below the mill; all of which is granted by said townsmen."

At that time the board of townsmen was composed of Philip Groves, Thomas Fairchild, Richard Butler and John Wells, all of whom signed the order granting the land to Sherwood and Hurd. The mill stood at the east end of what was afterward known as the "Old Mill Green." In making the grant of land the town required that it should not be sold from the mill, and in the event that either partner desired to dispose of his interest he should give the town the first opportunity to buy. It was further stipulated that the millers were to have the sixteenth part of the corn brought for grinding, and they should use "an even and just measure provided by the town, so that when it is stricken it may be just the sixteenth part of a bushel."

In the year 1700 there were two grist mills and two fulling mills in operation in the town. During the first quarter of the eighteenth century liberty was granted to several persons to erect mills. On January 26, 1703, Ebenezer Curtis, James and Edmund Lewis received authority to "build a saw mill near Misha Hill." On December 25, 1704, John Seeley, Benjamin Sherman and John Williams

were given permission to establish a grist mill "on Pequonnoek River at the narrows below Essay's pond, upon signing certain articles of agreement with the townsmen." Ephraim Stiles was granted liberty on January 11, 1706, "to set up a grist mill at Farmill River, a little below Black Brook, near the place called the Plum Trees." On February 14, 1722, John Edwards asked for and received permission "to erect a fulling mill upon the river on the west side of Ox Hill." Three years later Mr. Edwards and Richard Hubbell built a fulling mill at this place, then called Jackson's River, not far from the Fairfield town line. Two mill privileges were granted in December, 1725—one to Zechariah Beardsley, Ephraim Judson and Charles Lane "to erect a saw mill and make a dam for the said mill at the south corner of Acquankeddy Plain, on the west sprain of the Farmill River," with the proviso that they should "satisfy all damage that their dam may cause to any particular person's land;" and the other privilege was granted to Capt. Josiah Curtis and John Willcoxson "to erect a saw mill on the Halfway River, at the north end of the town."

Another problem that confronted the first settlers of Stratford was to find some way of crossing the streams. No roads were opened and bridges were not built until the country had been settled for several years. In May, 1648, Roger Ludlow presented a petition to the General Court asking that Moses Wheeler be allowed to maintain a ferry at Stratford. The court ordered that "the motion made by Mr. Ludlow, concerning Moses Wheeler for keeping the ferry at Stratford, is referred to such as shall keep the next court at Fayrefield, both in behalf of the Country and Town of Stratford."

The "next Court at Fayrefield" acted favorably upon the petition and the ferry was established. That the Town of Stratford took an interest in the enterprise is seen in the following entry taken from the records of the town meeting of April 14, 1653: "In consideration that the passage to the ferry was stopped up, it is ordered that the Townsmen pull up the fence and make way for passengers where they had laid out the way formerly, and the Townsmen promised to bear them out in that act."

On November 21, 1670, the town leased "to Moses Wheeler, ship carpenter, the ferry with thirty or forty acres of upland and six of meadow joining the ferry for twenty-one years, without tax or rate except sixpence per annum during said lease." In making the lease it was stipulated that "the inhabitants shall be ferried over for one half-penny per person, two pence per horse or other beast." It was

also agreed that, if he gave up the ferry at the end of the twenty-one years, the town would pay him for his improvements and take the property.

The Moses Wheeler to whom this lease was given was a son of the Moses Wheeler who founded the ferry in 1648. In January, 1690, a short time before the lease expired, a committee was appointed by the town "to lease the Stratford Ferry to Samuel Wheeler, son of Moses Wheeler, for twenty-one years from the 18th of November next." That this arrangement met with the approval of the former lessee is shown by the following written statement, which was appended to the record of the transaction:

"To ye Committee of the Town of Stratford Gent'm—These may inform you that for the natural love and affection yt I have to my dearly beloved son Samuel Wheeler, I doe by these presents transmit all my right title and Interest of Ye Ferry in the bounds afore-said with all benefits and Profitable Improvements accrewing thereunto by virtue of any gift grant of lease whatsoever in as full and ample a manner as ever it was made to me or intended as Witness my hand this 6th day of January, 1690.

"Signed in the presence of Thomas Hicks.

"MOSES WHEELER."

The will of Moses Wheeler was probated on January 23, 1725. From its provisions it is learned that he received the ferry from his father and bequeathed it to his son, Elnathan Wheeler, hence the ferry continued in the hands of the Wheeler family for almost a century. It is not certain, however, that Elnathan Wheeler conducted the ferry for any length of time after he came into possession of it by his father's will, for in 1727 the General Court gave the Town of Milford the privilege of establishing a ferry and keeping a boat on the east side of the river. In May, 1758, Josiah Curtis, who was then operating the Stratford Ferry, was ordered to appear at the October session and "give reasons, if any, why a ferry should not be established on the east side." Mr. Curtis evidently failed to give sufficient reasons, for at the October session it was ordered "that there be a boat kept on the east side of the river at Stratford for transporting passengers, etc." In May, 1761, the Milford boat was owned by Peter Hepburn, who then received a license "to keep a house of public entertainment at the ferry for the ensuing year." The ferry was kept in active operation until the completion of the bridge in 1803.

Alexander Bryan of Milford was the first great merchant in this section of the state, his trade extending along the coast from New London to New York. He and his son Richard carried on the business for about half a century, their ships trading in all the local ports and in England, Spain and Holland. Between the years 1640 and 1670 there was no mercantile firm in New England outside of Boston that did a larger volume of business than Bryan & Son. They furnished the goods to pay the Indians for much of the land purchased from them, and they dealt largely in real estate in nearly all the towns along the coast. In this way they assisted materially in the development of the country.

Among the early merchants of Stratford was Isaac Nichols, who purchased most of his goods from Bryan & Son. In the latter part of the seventeenth century Samuel Blagge of New York, Richard Blacklach of Guilford, and Daniel Shelton, a recent arrival from England, all engaged in the mercantile business in Stratford.

AGRICULTURE

But the principal occupation of the early inhabitants was that of tilling the soil. The most of the farmers of Stratford lived in the village and went out to their farms, a distance of from one to three miles every morning. This custom was adopted on account of the hostile attitude of the Indians in the vicinity. Every morning teams could be seen leaving the village for the farms, some of them going southward to Old Field and the Great Neck, others to the New Field, which joined the village on the southwest, still others to the field called "Nesingpaws" (or Nesumpaws) on the west side of the Mill Brook, and still others to Far Field west of Nesumpaws, the New Pasture south of the Old Mill Green, or the Pequonnock Field on Golden Hill.

Cattle were pastured at large in the woods and herders were employed to see that the animals did not go astray or were not driven off by Indians, and woe be to the herder who played truant or was remiss in the performance of his duty, as witness the following from the town records:

"February 18, 1662. Whereas Samuel Fayrechild and Robert Lane Cow Keepers for the year 1662 being Detected of unfaithfulness in keeping the heard, the sayed Samuel and Robert doe owne that they did leave the heard in the woods and come home several days. This was owned in a Public Town Meeting before Mr. Shar-

man February 18, 1662, and Mr. Sharman hath adjudged the above Robert Lane and Samuel Fayrchild to pay to the townsmen twenty shillings use."

PURCHASING THE LANDS

When the first company of settlers came to Stratford in 1639, they did so in the belief that the colonial authorities had extinguished the Indian title and that they had an undisputed right to the soil. Historians have fallen into a similar error. Noah Webster, in his History of the United States, says of Fairfield: "The first adventurers purchased a large tract of land of the natives," and regarding Stratford he makes the following statement: "Mr. Ludlow, of Windsor, who had traversed the lands west of Quinnipiac in pursuit of the Pequots in 1637, was so pleased with their fertility, that he and a few friends purchased a large tract at Unquoway and began a settlement in 1639 called Fairfield. In the same year a company of men from England and Massachusetts purchased Cupheag and Poquonnock and began the Town of Stratford."

Webster's mistake has been copied by Barber, Trumbull and other writers, but, as a plain matter of fact, the farmers of Stratford cultivated their lands for some twelve or fifteen years before they discovered that the region was still claimed by the native red men. So confident had the early settlers been that they were the owners of the lands, that a division was made and each man received his allotment of "both upland and meadow." About 1654 the Indians began to assert their ownership and an investigation of the colonial records disclosed the fact that the lands had never been purchased from the natives. The first Indian deed to land within the limits of the present Town of Stratford was made in 1656. It included a strip north of an east and west line about six miles from the Sound.

In 1673, after several individuals had purchased land of the Indians, the townsmen applied to the General Court to settle a dispute between Joseph Judson and the town, regarding the title to some 5,000 acres of land (the Mohegan Hills), which land had been bought from the Indians by the said Judson in 1661. The court appointed a date for a hearing, but the matter was adjusted before that time arrived and the land was subsequently divided among the proprietors, Mr. Judson retaining a portion of it for his own use.

Two other tracts were purchased in 1661—one "a large tract of land lying west of the Farmill River at Woronoke," which was bought

by Joseph Judson in behalf of the town, and the other a tract between the Nearnill and Farnill rivers, which was bought in December, 1661, by Samuel Sherman, Caleb Nichols and John Hurd, then townsmen for Stratford, "and all the proprietors had their proportion of it in after years."

On April 22, 1662, was negotiated the "Long Hill Purchase," which included a large part of the present townships of Trumbull, Monroe and Easton, "lying west of the land which the Town of Stratford had previously purchased," west of the Pequonnock River and extending to the Fairfield line.

The last large tract of land was purchased on May 25, 1671. It was known as the White Hills Purchase and the agreement with the Indian chiefs was that it should "cover all lands within the bounds of Stratford, without any reservations whatever," not even the usual fishing and hunting privileges. The bounds described in the deed were definitely laid down, to wit: "Stratford River on the east, Fairfield on the west, and from the sea twelve miles northward, as it is now settled by the court, with all rights, titles, privileges and appertinances thereunto belonging or in any manner of ways appertaining, which we do freely and absolutely resign and make over to the aforesaid inhabitants."

The consideration in the case of this purchase was £50, 14s. 6d and a tax for that amount was levied upon the inhabitants to raise the money for "all the charges and expense of the White Hills and the confirmation of lands within the bounds of Stratford." The tax was paid and the people, believing that they had satisfied all Indian claims, voted on February 8, 1674, to lay out Golden Hill into lots that every proprietor should have his proportion thereof. A committee was appointed to make the division and the reservation was divided into 100 lots, which were distributed among the proprietors by a "drawing," so that no charge of partiality could be made.

Golden Hill had been set apart as a reservation in 1659, with the understanding that should the Indians at any time relinquish it, the land should become the property of the Town of Stratford, that town repaying to Fairfield "one-half of that which they received in consideration of said land." The distribution of lots above mentioned was made in 1677. The next year the Indians (or some white men acting for them) made complaint to the General Court, which issued an order restraining the inhabitants of Stratford from taking possession of any part of the eighty acres which constituted the reservation. Thus matters stood until 1765, when the town paid nearly

one hundred pounds for seventy acres, part of the purchase money being placed in a fund for the support of the three Indian claimants—all that remained of the tribe.

THE PATENT OR CHARTER

Not only was the development of the country retarded by the Indian claims to the land, but also the grant made by the Colony of Connecticut to the original settlers was somewhat indefinite, so that land tenure or title became in time a matter of doubt. After the Indian title was extinguished, the inhabitants of the town turned their attention to the matter of securing a more unquestionable patent from the colonial authorities. To that end a petition, signed by a large number of the resident freeholders, was presented to the General Court, asking for a confirmation of the former grant in unmistakable terms, whereupon the court issued the following:

“Whereas, the General Court of Connecticut have formerly Granted unto ye proprietors Inhabitants of Stratford, all those lands both meadows and upland within these abutments viz: ‘upon ye sea on ye South on Stratford River on ye East, and on Fairfield bounds on ye West and to run from ye sea on ye south ye whole breadth full twelve miles and from ye norwest corner to run easterly to ye middle of Stratford River & abuts on ye wilderness on ye North the said land having been by purchass or otherwise lawfully obtained of the Indian native proprietors, and

“Whereas, ye proprietors the aforesaid Inhabitants of Stratford have made application to ye Governor & Company of said Colony of Connecticut assembled in Court May 25, 1685, that they may have a patent for confirmation of ye aforesaid lands so purchased and granted to them as aforesaid and which they have stood seized and quietly possessed of for many years late past without interruption, now for a more full confirmation of ye abovesaid tract of land as it is abutted & Bounded aforesaid unto ye present proprietors of ye Township of Stratford in there possession & enjoyment of the premises:

“Know Yee y^e said Governor & Company assembled in General Court according to ye Commission & by vertue of ye Power granted to them by our late Sovveraign Lord Charles 2nd of blessed memory in his Letters Pattents bearing date the three and twentyeth year of said Majesties Raigne have given & granted & by these present doe give grant ratifye & Confirm unto Capt. William Curtiss, Mr. Joseph Hawley, Mr. Isaac Nicholls, Mr. Jere Judson, Lieut. John

Beardslee, Ensigne Stephen Burritt, Sergt. John Curtiss, Mr. Richard Blackleach, Mr. Timothy Wilcoxson, Mr. John Wells, Mr. Samuel Sherman & Mr. Ephraim Stiles and all the rest of ye said present proprietors of ye Township of Stratford & theire Heires and assignes for ever and to each of them in such proportion as they have alrede agreed upon for the division of ye same all yt aforesaid tract and percells of land as it is butted and bounded together with all ye woods uplands meadows pastures ponds havens portes waters rivers with all adjoining Islands therein fishings huntings fowlings mines minerals quarries & Precious stones upon or within ye said tract of lands with all other proffits & Comodities thereunto belonging or in any waise appertaining.

"And doe alsoe Grant unto the aforenamed Capt. William Curtiss (here follows all the names in the above paragraph) & all the rest of ye present proprietors Inhabitants of Stratford aforesaid theire heires and assignes for ever yt the aforesaid tracts of land shall bee for ever hereafter deemed reputed & bee an Intire Township of itself to have and to hold the said tracts of land & premises with all and very those appurtenances together with the privileges Immunities & franchises herein given & granted to Capt. William Curtiss (here the names of the proprietors are repeated) & all other ye present proprietors Inhabitants of Stratford theire heires successors & assignes for ever according to his Majests Manor of east greenwich in ye County of kent in ye kingdom of england in free & comon soccage & not in Capitee nor by Knight service they yeilding and paying there for to our sovreign Lord ye king his heires & successors onely the fifth part of all ye oare of gold and silver which from time to time & all times hereafter shall bee there gotten had or obtained in lieu of all rents services duties & demands whatsoever according to charter.

"In witness whereof we have caused the seal of ye Colony to be hereunto affixed this fowerteenth of May one thousand six hundred eighty & six in ye second yeare of ye Raigne of our Sovreign Lord James the Second by the Grace of God of England Scotland and Ireland King Defender of the Faith &c.

"ROBERT TREAT, Governor,

"PR. JOHN ALLYN, Secret'yr."

A "Postscript Note" provided "Alsoe yt ye Islands in said river belonging to Stratford are called by ye names Mr. Knells Brinsmeades the Lower & Upper Islands & Harvies Island in all five with

all the wanted priveleges of ye River to have and to hold to ye said Town of Stratford & to them & theire heires for ever."

REGULATIONS

In the spring of 1668, nearly two years after the above patent or charter had been granted to the Stratford proprietors, the governor and his assistants formulated the following "advice," which was submitted to the inhabitants of the town for acceptance:

"1. That the present freeholders, dwelling upon or possessing allowed home lots in propriety, be allowed as free planters and have the privilege of vote in all town affairs; and the present Outlivers on propriety have the like liberty of vote so far as may properly concern them in point of Interest in town affairs, as choice of constables and townsmen, &c., but not in granting of home lots and receiving Inhabitants, or the like where they are not concerned.

"2. That for the future none be admitted to privilege of vote as free planters but such as shall be orderly admitted by the town's consent upon certificate and testimony according to law.

"3. That the sons of settled and approved planters be not capable of vote in town affairs until of lawful age and distinct proprietors and planters themselves.

"4. That no transient person or persons admitted for habitation only or mere tenantry be allowed the privilege of vote in the plantation until orderly approved to be free planters by the town's consent.

"And whereas persons have built upon division land contrary to the town's order, it is not our intent in anything by us propounded to justify their so doing, but leave the case to the Town's consideration, to provide for their own good and to add such penalty for the future to their above said confirmation thereof as they shall see cause.

"26th March, 1668. The contents of this Writing we present as our advice to the inhabitants for their future settlement and peace, and to that end to be confirmed by vote at their next town meeting."

This advice was signed by John Winthrop, William Jones, Benjamin Stone, Jehu Burr and John Burr. The next day Governor Winthrop and his assistant, William Jones, prepared the following supplement:

"An Explication to be added to the Paper of Advice &c.

"It is declared that the Inhabitants of the Mill Lots are to be

accounted and enrolled in the number of freeholders and not to be looked upon as those who are named outlivers in the paper presented to the Town; and those that are of the outlivers who have also other town proprietors are to be also looked upon and esteemed freeholders."

The day after this advice reached Stratford a town meeting was held, at which it was "Voted and unanimously agreed on the advice presented to us by our Honored Governor, the Worshipful Mr. Jones (an Assistant), and Mr. Stone, and our Respected Friends Mr. Jehu Burr and Mr. John Burr, bearing date the 26th of March, 1668, for our present and future direction as to Inhabitants and their privileges (as also their explication of the first particular subscribed by the Honored Governor and Mr. Jones), every particular being particularly voted and agreed on, every particular was accepted and should be recorded.

"JOHN MINOR, Recorder."

POLITICAL STATUS

From the time the first settlers came to Stratford in 1635 to the spring of 1662, the plantation was under the jurisdiction of the Connecticut Colony and was in no way connected with or subject to the authorities of the New Haven Colony. Under a new charter granted by Charles II and dated April 23, 1662, the Connecticut and New Haven colonies were united. Under the new charter the freemen, as "one body corporate and politic in fact and in name," were authorized to choose representatives, who were "to hold annually two general assemblies—one on the second Thursday in May and the other on the second Thursday in October—to consist of the Governor, Deputy Governor, twelve Assistants, with the more popular element of two deputies from every town or city."

Hollister, in his Connecticut History, says: "This established the General Assembly in place of the old General Court, and constituted a popular government of great constructive force and ability. It was the second 'key note' to the government afterwards established for the United States, Ludlow's first Constitution of Connecticut being the first. This union affected the towns of the Connecticut Colony but little, but it created some considerable excitement and trouble in New Haven and the plantations in union with it."

The General Assembly continued to be popularly referred to as the General Court, however, for many years after the two colonies

were consolidated under one government. In the "advice" above quoted, Jehu Burr and John Burr, two of the signers, were the representatives or deputies from the Town of Stratford. The regulations based upon that "advice" remained the law of the town respecting legal voters until the entire territory was settled and the "outlivers" became freemen.

WITCHCRAFT

By a large majority of the American people in this twentieth century witchcraft is regarded as a myth, though there are still a few whose belief in the possession of supernatural powers is so strong that they will consult clairvoyants and soothsayers to obtain their assistance in the settlement of vexed questions. Among the European peasantry the belief in witches existed for centuries before the first settlements were made in America. It is therefore natural that some of the early immigrants should bring with them the superstitions of their ancestors for many generations. These superstitions were not the exclusive possession of the English speaking settlers of New England. The Dutch who settled New York in building their houses placed inside "witch marks" to keep witches from bringing trouble or disaster to the occupants. Two eras when witchcraft was punished by severe penalties swept over New England—one about the middle and the other near the close of the eighteenth century. Had the clairvoyants of the present lived in New England then, they would doubtless have been put to death.

Many stories were told of people being prostrated by sickness, due to the machinations of some witch, who was always an old woman with the "evil eye." For such a woman merely to look intently at a person for a moment was a sure harbinger of trouble of some sort. As an instance of how far the imagination could be strained regarding witchcraft, the following story, which was current in New England 250 years ago, is here reproduced:

"A farmer's wife in churning cream to secure butter, spent several hours without success and gave up the effort as useless. When her husband came into the house shortly afterward she related the story of her fruitless toil of the morning. The husband, being strongly impressed with the notion that some one, out of envy toward him or his family, had bewitched the milk, took down his old musket and fired a full charge through the churn near the bottom. He then plugged up the hole in the churn and his wife, with a few minutes'

churning, produced a nice supply of butter. But about the time the shot was fired through the churn an old woman living near was suddenly taken with a fit and died in convulsions within a few minutes. The old woman had been suspected of being a witch and her death, almost at the exact moment the shot was fired, convinced the people that their suspicions were not without foundation, and the community was well rid of one who possessed 'the evil eye.'"

At least one case of witchcraft occurred in the Town of Stratford during the period of the first excitement. In May, 1651, the General Court, then in session at Hartford, issued the following order: "The Governor, Mr. Cullick and Mr. Clarke are desired to goe down to Stratford to keep Courte upon the tryal of Goody Basset for her life, and if the Governor cannott goe then Mr. Wells is to go in his room."

The records of the trial, if any were kept, have disappeared, but in the New Haven records of a trial of a witch in the same year, one of the witnesses mentioned a "Goodwife Basset" who was condemned to death a short time before at Stratford, and another witness referred to a confession of a witch there, which may have been Goody Basset. Maj. W. B. Hinks, in his "Historical Sketches," says: "The place of her execution is pointed by tradition to this day, and would seem to be determined by names 'Gallows Brook' and 'Gallows Swamp' in the first volume of Stratford town records. The former was a small stream, long since dried up or diverted into another channel, emptying into the swamp, a portion of which yet remains, a little south of the present railroad depot. A rude bridge stoned up at the sides crossed this brook, just where the Old Mill Road and the railway interseet. The remains of the bridge were exhumed by workmen about thirty years since, when the railroad was graded at that point. At that bridge, uniform tradition states the execution of the witch by hanging to have taken place. Near by, where the street from the village turns off toward the depot, was, until quite recently, a small quartz boulder, with hornblende streaks like finger marks upon it, which was connected with the fate of Goody Basset, by an ancient and superstitious tradition. The story was, that on the way to the place of execution, while struggling with the officers of the law, the witch grasped this stone and left these finger marks upon it. The stone, with its legend, came down to our day, but a few years since an unromantic individual used it in building a cellar wall, not far from the place where it had been lying."

Another account says the gibbet upon which she was executed was located at the first crossing south of the railroad station, and that the New York, New Haven & Hartford Railroad runs over her grave.

AN UNSOLVED MYSTERY

In 1850 Stratford came into a wide and rather unenviable notoriety through the "spirit knockings," which commenced in a house occupied by Dr. A. Phelps, his wife and two children. This house had been the residence of Doctor Phelps and his family for two or three years without anything out of the ordinary having occurred. Then, upon returning from church one Sunday morning, he found crape on the door. The furniture in every room in the house had been disturbed and in one room he found a figure resembling a human body shrouded for the grave, which vanished when he approached it. Then the knockings began and messages were written by an invisible hand. Says Mrs. Ellen O. Kirk:

"One is tempted to believe that the spirit of Goody Basset, hanged in 1651, for divers witchlike arts, was never fairly laid and now, after an unquiet term of 199 years returned to walk the earth. Or it may be that the dust of those early settlers, over whose graves the lofty trees of Elm Street were planted, rose for a sort of earthly judgment day and took possession of the nearest habitation. Evil-minded or angry spirits they must have been who ransacked, pounded, knocked and almost overturned the quiet, decorous house known in later years as the 'Stratford Institute.' During the early period of this unearthly possession the entire village was convulsed with excitement and lost its character for sobriety. Crowds poured hither by every train—editors, reporters, Spiritualists, skeptics, explored, watched, investigated and interrogated, and gave an unwelcome publicity to the scandalous details. The single village hackman thrived amidst the universal decline and fall of Stratford. So many were the visitors that he was obliged to set up a huge yellow omnibus, which traversed the streets night and day with a sign in huge capitals which made the village disgrace only too legible—'Mysterious Stratford Knockings.'"

Doctor Phelps was a reputable physician and a quiet, law-abiding citizen. He was as much annoyed by the constant stream of the morbidly curious as he was by the mysterious "knockings," and finally left the town. After his departure the spiritual manifestations (or whatever they were) ceased and in time Stratford resumed

its normal attitude. A few old residents are still living who can remember the excitement of the time, but the cause of the disturbance has never been determined.

POSTOFFICES

On February 16, 1790, a postoffice was established at Stratford with Robert Walker as the first postmaster. He held the position until March 20, 1793, when he was succeeded by Victory Wetmore. Some years ago the Stratford office was made a branch of the Bridgeport postoffice. At the beginning of the year 1917 William B. Bristol was superintendent of the branch, which then employed three clerks, three local carriers and one rural carrier.

A postoffice was established at Putney Heights in the early part of the year 1876, with Sterling S. Booth as postmaster. It was discontinued in the summer of 1878.

TOWN HALL

For more than a century after the first settlement was made in Stratford, the town meetings were held in such places as the selectmen could obtain for the purpose, sometimes in the meeting house, sometimes in a private hall and later in the school house. In January, 1750, a town meeting "Voted to build a town house and that the same shall not nor any part thereof be used for a school house under any pretence whatsoever, and to set the house upon the hill just south of Tanner's Brook called the Smith Shop Hill. The house to be 45 feet long, 32 feet wide and 10 feet between joists, and to be furnished with seats and chimney."

It was proposed to build the house by subscription, if possible, though a tax was voted to assist in its construction. A committee was appointed to solicit subscriptions and superintend the erection of the building, but the work dragged along for two years when another committee was appointed to take charge of the work. This committee, composed of one member from each society in the town, made better progress than its predecessor and the first town meeting was held in the new structure in December, 1758.

The Stratford town hall of the present day is a commodious three-story brick building, the third story of which is rented to the Masonic and Odd Fellows lodges, the other floors being used for town purposes. Extensive alterations and repairs were made upon this building in the summer of 1917.

FIRE DEPARTMENT

The first mention of any system of protection against loss by fire to be found in the town records is in the minutes of a town meeting held in 1686, when it was "Voted That every householder in the Town of Stratford shall provide a suitable lather (ladder) to his house that will reach the top of his house at least within — feet of the top and whatsoever Householder shall neglect providing a suitable lather as aforesaid above one month from this date shall forfeit five shillings, the one half to the complainer and the other half to the town treasurer."

It is not known whether any of the citizens failed to provide the "lathers," but a short time after the town passed the above resolution a volunteer company was organized to use the ladders in case of fire. Improvements were made in the department from time to time until in 1917 Stratford was as well provided with fire-fighting apparatus as most towns of its population. In his report for the year ending on September 1, 1916, Allen Judson, chief of the department, says: "The efficiency of our Volunteer Department is up to the highest standard and we invite the hearty coöperation of all the citizens of our town to keep it the same."

Mr. Judson also mentions the fact that during the preceding year a pulmotor had been installed and the members of the department instructed in its use, and that two smoke helmets had been purchased that would allow the firemen to enter any building filled with smoke and gas. He also recommended an appropriation of \$2,000 for the installation of a fire alarm system. During the year the department answered fifty calls and laid over five thousand feet of hose. The value of the property involved in these fires amounted to nearly ninety thousand dollars, while the actual loss was only a little over fifteen thousand dollars.

FINANCIAL

According to the town report for the year ending on September 1, 1916, the assessed valuation of property was \$6,699,691. The estimated income for the ensuing year was \$203,843.50, and the outstanding bonds, notes and other evidences of indebtedness amounted to \$331,200. Following is a list of the principal appropriations recommended by the board of finance, composed of E. W. Peck, H. J.

BRIDGEPORT AND VICINITY

Curtis, F. Van DeBogart, S. W. Hubbell, E. B. Sniffen and W. H. Fryer, for the year ending on September 1, 1917:

Schools	\$63,000
Town Roads	13,000
Interest on Public Debt.....	15,530
Sinking Fund	8,500
Salaries	7,100
Street Lighting	7,500
Fire Department	2,735
Police Protection	1,000
Water Supply	1,650
Stratford Library Association.....	1,800
Town Buildings	1,380
Charity Departments	4,500
Town and Probate Courts.....	1,600
Sewers	5,600
<hr/>	
Total	\$134,895

It must be borne in mind that the custom of assessing property at about two-thirds of its actual value prevails over a large part of the State of Connecticut, hence the actual value of the property in the Town of Stratford is not far from ten millions of dollars. According to the town treasurer's report for 1916, the total expenditures amounted to \$178,361.55, less than two per cent of the actual value of the town's property. And the holder of Stratford securities has every dollar of his lien secured by over thirty dollars' worth of property.

STRATFORD IN 1917

The Stratford of the present day is quite a different town from that of two hundred and fifty years ago, when the farmers all lived in the village as a precaution against prowling Indians; when depredations upon live stock by wolves was a common occurrence, and when the ox-team or on horseback was the only means of transportation. In 1910 the population was 5,712. Stratford is located on one of the main lines of the New York, New Haven & Hartford railway system and is connected with the adjacent towns and the City of Bridgeport by electric railway. It has a bank, a number of manufacturing establishments, an excellent public school system (a new school building

has been recently erected at a cost of \$50,000), mercantile establishments handling all the leading lines of goods, hotels, etc.

The town officers at the beginning of the year 1917 were as follows: Selectmen, James Lally, John J. Williams and Fred W. Nettleton; clerk, Harold C. Lovell; treasurer, Walter S. Curtis; tax collector, John C. Wilcoxson; assessors, J. Henry Blakeman, William H. Crawford and David L. Rhoades; auditors, John Graham, Jr., and Gilbert Y. Edwards; school committee, William B. Cogswell, Ephraim N. Wakelee, DeRuyter Howland, Philo P. Haven, Louis O. Snyder and Nettie A. Filmer; constables, George F. Ash, William E. Bassett, George R. Fryer, H. B. Barnum, E. W. Burritt, Fred L. Palmer and Alford W. Stacey.

CHAPTER XIV

THE TOWN OF FAIRFIELD

LOCATION AND BOUNDARIES—THE HILLS—SOIL, TIMBER AND GAME—
IN THE BEGINNING—ROGER LUDLOW—EARLY SETTLERS—ADJUSTING
THE BOUNDARIES—PATENT OF 1685—WITCHCRAFT—ODD LAWS AND
CUSTOMS—TOWN HALL—OLD-TIME TAVERNS—PUBLIC LIBRARY—
HISTORICAL SOCIETY—FAIRFIELD IN 1917—THE VILLAGE OF SOUTH-
PORT—ITS HARBOR—INCORPORATION—PEQUOT LIBRARY—FIRE DE-
PARTMENT—SOUTHPORT TODAY.

Immediately west of the City of Bridgeport lies the Town of Fairfield. It is bounded on the north by the Town of Easton; on the east by the Town and City of Bridgeport; on the south by Long Island Sound, and on the west by Weston and Westport. Along the shores of the Sound the ground is marshy in places, but the surface gradually rises in a series of terraces until an elevation is finally reached which commands a wide view of the surrounding country, with the blue waters of the Sound in the distance. In the southwestern part of the town is the swamp where the Pequot Indians made their last stand. Here the Sons of Colonial Wars have erected a monument to commemorate the ending of the Pequot War, July 13, 1637. Several of the hills in the town have been dignified by names, and some of them have played an important part in the early history of the town.

Northwest of the village of Fairfield is Greenfield Hill, where one of the first settlements was established and a Congregational Church erected. From the spire of this church Major Talmage, one of Washington's trusted secret service agents, watched the movements of British vessels passing and repassing through the Sound and directed the operations of the Continental troops in the vicinity.

Round Hill, now a beautiful park, was a signal station of the Indians. From its summit fires often blazed at night, sending their warning messages to the braves of the neighboring tribes.

Holland Hill, or Holland Heights, was the home of General Sil-

liman at the time of the Revolution. After the burning of Fairfield in July, 1779, many of the homeless inhabitants of the town found a refuge at Holland Hill. Among them was Rev. Andrew Eliot, whose account of the destruction of the town is given in another chapter.

On the east side of the harbor at Southport stands the Sasco Hill, a bold headland projecting into the sea. During the Revolution a watch was maintained here to observe and report the movements of the British ships cruising along the shore. The hill is now occupied by handsome residences.

Grover's Hill, near the eastern boundary line of the old Fairfield Parish, was another important point at the time of the Revolution. It was the site of Fort Black Rock, which was garrisoned by a small force of Fairfield men, and a fort was also maintained here during the War of 1812. It is now known as "Schoonhoven Park," one of the prettiest residence districts in Fairfield County.

The little hill which slopes down to Ash Creek is often pointed out to strangers as "Witch Hill," it being the place where Goodwife Knapp is supposed by some to have been hanged as a witch in 1653, though that fact is not fully established. Knapp's wife was hanged as a witch at that time, but the exact spot where the execution took place is a matter of doubt.

Two or three miles north of the village of Fairfield is a precipice about seventy feet high called "Samp Mortar Rock." It takes its name from an excavation or depression on the top. This depression resembles a mortar and is capable of holding about half a bushel of grain. Tradition says it was used by the Indians for pounding their corn into meal.

Originally the soil was quite productive, but three centuries of cultivation have caused it to become somewhat worn in places. The early settlers found peat in considerable quantities in the swamps and used it both for fuel and as a fertilizer. When the first white men came to this part of the state, they found an abundance of timber, oak, hickory, poplar, maple, basswood, ash, elm, pine, hemlock and some other varieties of native trees. But the ax and the saw mill have done their deadly work and the primeval forest has almost entirely disappeared. In these woodlands were plenty of game animals, such as deer and bear, while along the streams lived fur-bearing animals, the mink, muskrat and otter especially, which were taken in large numbers for their pelts by the pioneers. Wolves and wildcats also abounded and proved to be a source of great annoyance to the first settlers on account of their depredations upon the flocks and herds. Wild ducks and geese

were plentiful in certain seasons, and the passenger pigeons, now extinct, in their migrations passed over the region in flocks numbering millions of birds. Along the shore and the lower reaches of the water-courses were large quantities of fine, edible fish, hence the "high cost of living," of which so much has been written in recent years, did not worry the early settlers of Fairfield.

IN THE BEGINNING

In the spring of 1636 the General Court of the Massachusetts Bay Colony commissioned Roger Ludlow and seven others "to govern the Colony of Connecticut for the space of one year." Toward the close of that year, Mr. Ludlow called a General Court to meet at Hartford "to consider the necessary steps to be taken for the protection of the infant settlement on the Connecticut River." For some time the Pequot Indians had maintained a threatening attitude toward the white invaders of their domain, and the court called by Ludlow declared war against that tribe. A levy of troops was also made upon the three established plantations, Hartford being called upon to furnish forty-two men, Windsor, thirty, and Wethersfield, eighteen. The whole force of ninety men was placed under the command of Capt. John Mason. An account of the Pequot War is given in the chapter on Indian History.

Mr. Ludlow accompanied the expedition into the Indian country and was so favorably impressed with the region now included within the Town of Fairfield that he determined to found a settlement there. Accordingly he made application to the General Court, which in the spring of 1639 gave him and four others a commission "to begin a plantation at Pequonnock," as the place was then called. On May 11, 1639, a treaty was made with the Pequonnock Indians, supplemented by another treaty on the 24th of June following, by which Ludlow and his associates were granted permission to settle on "a strip six miles wide along the coast from the southwest line of Stratford to Sasco Fields."

One account of the early settlement of Fairfield says that the first thing Ludlow did was to call a council of the sachems and head men of the Indians and "purchased all the lands lying west of Stratford to the Sasqua or Mill River, and from the Mill River southwestward to the east bounds of the Maxumux Indian lands, and from the Sound seven or eight miles into the wilderness."

ROGER LUDLOW

Roger Ludlow (also spelled Ludlowe), the founder of Fairfield, was born at Dinton, Wiltshire, England, in March, 1590. In June, 1610, he entered college at Oxford, but did not graduate. In the fall of 1612 he began the study of law and followed that profession until March 20, 1630, when he embarked at Plymouth on the ship "Mary and John," of which he was part owner, and which was bound for America. Upon his arrival he settled at Dorchester, Massachusetts, where for the next five years he took a prominent part of the affairs of the Dorchester Company.

In the summer of 1635 parties came from the three Massachusetts towns of Dorchester, Newtown and Watertown to Connecticut. Ludlow was one of those who came from Dorchester. They established a town called Dorchester, after the old place from which they came, but the name was afterward changed to Windsor. The first entry in the colonial records of Connecticut is that of "a Corte holden att Newton (now Hartford) 26 Aprile, 1636," over which Ludlow and four of his associates presided. The commission given to him and seven others in March, 1636, to govern Connecticut for a year expired in March, 1637. No effort was made to renew it, but Ludlow by common consent continued to act as chief executive. On May 1, 1637, he presided at the "Generall Corte at Harteford," the most important act of which was to declare "an offensive warr agt the Pequott."

On September 10, 1639, another session of the General Court was held at Hartford. Mr. Ludlow was too busily engaged in laying out his Fairfield plantation to attend and was fined ten shillings for being absent. He was present, however, the following month, when he explained his absence at the previous session, and also answered his critics regarding his action locating his plantation where he did. The entry in the records bears this headline: "Mr. Ludlowe his apology for taking up Uncoa," and then goes on to state:

"Mr. Deputy informed the Court that he hath Understood since his return offence hath beene taken att some of his preedings in his late jourey to Pequannocke and the parts thereabouts. He therefore desired to make knowne what had beene done by him therein wch was this—Att his coming down to Quinnipiocke the hand of the Lord was uppon him in taking away some of his Cattle wch prevented him in some of his purposes there for selling some of them. Afterwards att Pequannocke he found cause to alter his former thoughts of wintering his Cattle there and understanding that the beginnings of a

Plantacon beyond that was not carryed on according to Agreement made with those who were interested in ordering the same and that by some things wch appeared to him to his Apprehensions were that some others intended to take up the sayd place who had not acquainted this Corte with their purposes therein, which might be preiudiciall to this Comonwealth & knowing himselfe to bee one of those to whome the disposel of that Plantacon was comitted he adventured to drive his Cattle thither, make provision for them there and to sett out himselfe and some others House lotts to build on there and submitts himselfe to the Corte to judge whether he hath transgressed the Comission or Nott."

The Court failed to see why he should be excused for his neglect of duty in not notifying the Court of the reasons for his absence and his action in taking up a plantation beyond the place where he had been directed to go. Realizing, however, that there might be some mitigating circumstances, Gov. John Haynes and Thomas Wells were appointed "to repair thither & take a View of the aforesaid occasions & if in Their judgment both persons & things settled by him be soe as Comfortably bee confirmed they remain as they are or Otherwise altered att their discretion. And they are to report things how they find them to the next Generall Corte that a full issue may be given to the matter in hand as things shall then appear."

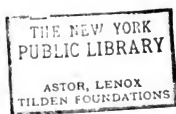
Messrs. Haynes and Wells were also authorized to administer the oath of fidelity to the planters and to make freemen of such as they deemed proper, and to direct them to send two deputies to the General Court in April and September. They went to Fairfield, made their investigations, and in January, 1640, reported that they had confirmed Ludlow's action, to which the Court gave assent.

Although somewhat under the ban of the Court, Mr. Ludlow remained throughout the session of October, 1639, and assisted in the enactment of legislation affecting the towns and plantations of the colony, his own among them. Upon the adjournment of the Court he went back to Uncoway, as Fairfield was then called, and continued the work of laying out lots and building up the town. In May, 1634, he left Connecticut and went to Virginia, where his brother, George, had settled some years before and owned a large estate. He remained in Virginia but a short time, when he went back to Europe, met his cousin, Edmund Ludlow, who was lieutenant-general of Cromwell's forces in Ireland. In December, 1654, he was appointed a member of the commission to settle claims relative to forfeited lands in Ireland. He died in Ireland some years later.



THE OLD ROGER SHERMAN HOUSE.

Now the home of Rev. Frank S. Child, pastor of First Congregational Church, Fairfield.



EARLY SETTLERS

It is stated, on apparently good authority, that Capt. Thomas Wheeler was the first settler at Black Rock and "at the old lot built a stone house with a flat roof of plank, on which he mounted his two four-pounders, one pointed towards the mouth of the harbor, the other at an Indian fort situated at the head of the harbor, now known by the name of 'Old Fort.' This place the Fairfield Indians had built for their defense against some of the interior tribes with whom they were perpetually at war. It was composed of palisades joined together and at each corner a room was built out with port holes. It contained about an acre of ground and was garrisoned by about two hundred Indians."

In the fall of 1639, about the time that Roger Ludlow came from his attendance on the General Court at Hartford, a number of new settlers came to the plantation. Among them were Francis Purdie, John Nichols, Henry Whelpley, John Green, Richard Westcott, William Forest and his son-in-law, John Gray. John and Thomas Barton arrived a little later, and early in 1640 came Henry Gray, a brother of John. Each of these men received an allotment of land, varying from two and a half to four acres, owing to the location of the land and the number of members in the family. In the spring of 1640 another company from Watertown, Massachusetts, joined the little colony and each new arrival was allotted a piece of land judged sufficient for his needs.

ADJUSTING THE BOUNDARIES

Stratford was settled about the same time as Fairfield and a mild controversy arose as the dividing line between them. Stratford was then known as Cupheag or Pequannock and Fairfield bore the Indian name of Uncowaye. On April 6, 1640, Roger Ludlow, John Haynes and Thomas Wells, were appointed by the General Court to settle the question of "the division of bounds between Pequannocke and Uncowaye by the 24th day of June next, and also that they tender the oath of Fidelity to the inhabitants of the said Townes and make such free as they shall approve of."

On June 15, 1640, about nine days before the commissioners appointed in April were directed to report, the court appointed a new commission on the boundary question. It consisted of Rev. Adam Blakeman, the minister at Stratford; William Hopkins, one of the

early settlers of Stratford and the first magistrate in that town; and Roger Ludlow. In the absence of records it is not known what solution of the problem was reached by these commissioners, but whatever it was it was evidently unsatisfactory, as the question of boundaries remained a mooted one for a number of years. As late as 1679 the selectmen of the two towns appointed members of a joint committee to "run and mark the line between the Town of Stratford and the Town of Fairfield. This committee made the following report, which was accepted and ordered to be spread upon the town records:

"An Agreement of ye agents of ye two Towns of Stratford and Fairfield this 24th day of Aprill, 1679, about ye bound between ye two Towns from ye Cheritree Southerly to ye sea as itt used to bee, and Northerly from ye Cheritree to a stone whereabouts a walnut tree growed, and from thence to a rock by Henry Summer's fence, from thence to a tree near ye path marked of ould with a cross north and south, from thence to a heap of stones nearer ye path upon ye hill of rocks in sight of ye rode, and from thence to the next marked bound and so to Continue ye ould marked bound to ye extent of our twelve Miles.

"That this is our Agreement wee attest by subscribing our names this 24th day of Aprill, 1679.

"JOSEPH HAWLEY,

"JEHU BURR,

"SAMUEL MOREHOUSE,

"FRANCIS HALL,

"JOHN WHEELER."

The "Cheritree" mentioned stood near what is now the junction of Park and Fairfield Avenues in the City of Bridgeport. As no further mention of a boundary dispute occurs in the town records, it is fair to presume that the special joint committee settled the question in a satisfactory manner. The old line thus established was obliterated by the erection of the Town of Bridgeport.

PATENT OF 1685

Fairfield continued to be known as Uncoway (in the early records this name is spelled in various ways, Uncoa, Unquowa, etc.) until 1645, when the present name was adopted. In 1654 it was the fourth town in the Colony of Connecticut, Hartford, Windsor and Wethersfield being the only towns that exceeded Fairfield in population

and value of property. When Fairfield County was established in 1666 this town was designated as the county seat and remained so until 1853, when the court-house was located at Bridgeport. For nearly half a century after the first settlement was made in 1639, the people held their lands by virtue of the commission issued to Roger Ludlow and his associates in the spring of 1639, which commission was based upon the grant of Robert, Earl of Warwick, to the proprietors of Connecticut eight years before. About 1683, when the people of Fairfield learned that other towns in the colony were obtaining from the General Court patents which gave them a better title to the lands, they decided to apply for such a patent for themselves. In response to their petition the General Court issued the following patent or charter:

"The General Court of Connecticut have formerly granted to the Proprietors of the Inhabitants of the Towne of Fairfield all those lands, both meddow and upland within those abutments upon the Sea towards the South about seven miles in bredth, and in length from the sea into the Wilderness twelve miles and upon Stratford bounds on the East, and the Wilderness North and on Norwalk bounds on the West—only a parcell of land between these bounds & Saugatuck River that is likewise granted to the said Fairfield, Provided the said Saugatuck do not exceede two miles from the bounds of the said Fairfield, the said lands having by by purchase or otherwise lawfully obtained of the Indian natives proprietors, and

"Whereas the Proprietors the foresaid Inhabitants of Fairfield in the Colony of Connecticut have made application to the Governor & Company of the said Colony of Connecticut assembled in Court May 25, 1685, that they may have a pattent for confirmation of the aforesaid land soe purchased & granted to them as aforesaid and which they have and stood seized & quietly possessed of for many years last past without interruption: Now for a more full confirmation of the aforesaid tract of land as it is butted & bounded as aforesaid unto the present Proprietors of the said Township of Fairfield in the possession and Enjoyment of the premises—

"Know Ye that the said Governor & Company assembled in General Court according to the Commission granted to us by His Majestie in our Charter have given granted & by these promise to give grant ratifye & Confirm unto Major Mather Gold, Mr. Samuel Wakeman, Mr. Jehu Burr, Mr. John Burr, Mr. Thomas Staples, Mr. John Green, Mr. Joseph Lucknow, Mr. John Wheeler, Mr. Richard Hubbell, Mr. George Squier & Mr. Isaac Wheeler and the rest of the

present Proprietors of the Township of Fairfield their Heires Successors and Assignes for ever according to the terms of East Greenwich in Kent in free and comon sosage and not in Capitte nor by knights service; they to make improvements of the same as they are capable according to the custom of the country yielding rendering & paying therefore to the Soverreign Lord the King his Heires and successors his due according to Charter.

"In witness whereof we have caused the seal of the Colony to bee hereuntoe affixed the 26th day of May, 1683, in the first year of the Reigne of our Soverreign Lord James the Second of England Scotland and Ireland King Defender of the Faith &c.

"By Order of the General Court of Connecticut.

"ROBERT TREAT, Governor,

"JOHN ALLEN, Sectr'y."

WITCHCRAFT

It is said that Goody Basset, who was executed as a witch at Stratford in 1651, made a confession just before her death, in which she referred in a rather mysterious way to "others who hold their heads full high," and intimated that they were equally guilty. She mentioned no names, but her remark and the peculiar manner in which it was made, caused several women to fall under suspicion. One of these was a woman named Knapp, who lived in Fairfield. For more than two years she was watched by the more superstitious element of the population, until in October, 1653, she was arrested and arraigned for trial upon the charge of being in league with the powers of evil. The General Court appointed "Mr. Ludlow, Mr. Wells, Mr. Westwood and Mr. Hull to keep a perticulier Courte at Fairfield before winter, officite at the tryal of Knapp's wife and execute justice as the cause shall require."

The defendant is simply designated as "Knapp's wife" or "Good-wife Knapp" in the only available records of the trial, which lasted for several days. Numerous witnesses were examined by the "godly magistrates" in the presence of a jury of twelve men. Among the witnesses were Goody Odell and Mrs. Lucy Pell, who were appointed by the court to examine the person of the accused and note any peculiarities they might discover. The two women made the examination and afterward testified to finding "witch marks" upon the body of the prisoner. This was regarded as positive proof of guilt. Another witness was Mrs. Thomas Staples, who told of certain acts of the

defendant that convinced her Mrs. Knapp was a witch. The jury brought in a verdict of guilty as charged and Goodwife Knapp was sentenced to death.

After sentence was pronounced by the court she was kept confined until the day of the execution. During that period she was visited by many of her former acquaintances who urged her to confess herself to be a witch and point out her accomplices, or other persons she knew to be possessed of evil supernatural powers. They pointed out that such a confession would be for the benefit of her soul, which would rest more easily in the hereafter, and the tortures of perdition were declared to be her certain punishment if she refused to confess. Even the minister joined in the importunities and every influence that could be brought to bear was used to get the unfortunate woman to implicate others. The method known as the "third degree," used by the police of the present day to extort confessions from suspected persons, is probably no more brutal than were the persistent efforts employed to induce Goody Knapp to admit she was in league with the evil one. At one of these examinations Mrs. Knapp declared that it was not her intention "to say any thing that is not true," and that she did not want "to wrong anybody," but promised that if she had anything to reveal she would communicate it to Mr. Ludlow when she was brought to the place of execution. Upon this Elizabeth Brewster, a woman whose zeal no doubt outran her judgment, answered in a coarse way: "If you keep your secret a little longer till you come to the ladder, the devil will have you quick if you reveal it not till then."

"Take care," responded Mrs. Knapp somewhat testily, "that the devil doed not get you, for you cannot tell how soon you may be my companion. The truth is, you would have me say that Goodwife Staples is a witch, but I have sins enough to answer for already, and I hope that I shall not add to my condemnation. I know nothing against Goodwife Staples, and I hope she is an honest woman."

Richard Lyon sharply rebuked her for using such language, which would have a tendency to create discord among neighbors after she was gone, whereupon the prisoner answered rather sharply: "Goodman Lyon, hold your tongue; you know not what I know. I have been fished withall in private more than you are aware of. I apprehend that Goodwife Staples hath done me a wrong in her testimony, but I must not return evil for evil."

After the body had been cut down from the gallows and laid by the side of the grave, a number of women came crowding forward to

see the witch marks testified to by Mrs. Pell and Mrs. Odell. Mrs. Staples knelt by the side of the body and declared the innocence of the murdered woman, called attention to the alleged witch marks, which she insisted were nothing more than such marks as she herself or any woman had. In those days a mole, a freckle, or even a scar of some old wound could be distorted by the imagination of the superstitious into a "witch mark." When Mrs. Staples stated that every woman bore such marks, one of the older women present replied: "Aye, and be hanged for them and deserve it too." Upon this a "general clamor ensued." During the trial the belief that Mrs. Staples was herself the witch had gained ground, and her defense of the executed woman did not increase her popularity just at that particular time. She therefore gave up the effort of trying to convince the court and jury they had made a mistake and returned to her home.

After the affair was all over, Roger Ludlow gave it as his opinion that Mrs. Staples "had not only laid herself under the suspicion of being a witch, but made a trade of lying." In the spring of 1654 Thomas Staples, husband of the woman thus characterized, brought suit against Mr. Ludlow for the remark above quoted. The case was tried at New Haven and the court awarded Mr. Staples damages to the amount of fifteen pounds.

The last trial in the State of Connecticut for the imaginary crime of witchcraft took place "At a special court of Oyer & Terminer, held at Fayrefield September 19th, 1692. Present Robert Treat, Esqr Governour, William Jones Esqr. Deputy Governour, John Allyn, Secretary, Mr. John Leete, Capt. John Bur, Mr. William Pitkin & Capt. Moses Mansfield (composing the Court)."

The woman placed on trial at this time was Mercy Disborough, wife of Thomas Disborough (in the accounts of the trial the name is also spelled Disbrow and Desborough). A grand jury consisting of the following gentlemen had previously been impaneled: Joseph Bayard, Samuel Ward, Edward Hayward, Peter Ferris, Jonas Waterbury, John Bowers, Samuel Sherman, Christopher Comstock, William Reed, John Platt, Ebenezer Booth and Samuel Galpin. This grand jury presented a bill of indictment against Mrs. Disborough, in which the following charges were made:

"That not having the fear of God before thine eyes, thou hast had familiarity with Satan the Grand Enemy of God and man and that by his instigation and help thou hast in a preternatural way afflicted and done harm to the bodies and estates of sundry of their

Majesties Subjects or to some of them contrary to the peace of our Sovereign Lord and Ladie and King and Queen, their crown and dignitie: And on the 25th of Aprill of their Majesties Reignes at at sundry other times for which by the laws of God and this colony thou deservest to die."

The indictment bore date of September 15, 1692, four days before the trial court was convened. When the court met on the nineteenth the following petit jury was impaneled: James Beers, Isaac Wheeler, Joseph Rowland, John Wakeman, John Osborn, Ambrose Thompson, John Hobby, John Bowton, Samuel Hayes, John Miles, John Belden and Eleazer Slawson. The defendant when arraigned pleaded not guilty, and nearly two hundred witnesses were examined, either personally or by deposition. The character of the evidence against Mrs. Disborough is shown by the depositions of Hester Groment (aged thirty-five years or thereabouts) and Edward Jesop (aged twenty-nine). The former testified "that when she lay sick some time in May last she saw about midnight or past the widow Staples, that is the shape of her person, and the shape of Mercy Disborough sitting on the floor by the two chests that stand by the side of the house in the inner rume and Mrs. Staples shape dancing upon the bed's feet with a white cup in her hand and performed three times."

Jesop, in his deposition, stated that he was "at Thomas Disburrow's house at Comph sometime in ye beginning of last winter in the evening. He asked me to tarry and sup with him, and there I saw a pig roasted that looked very well, but when it came to ye table (where we had a very good lite) it seemed to me to have no skin upon it and looked very strangely; but when ye sd Disburow began to eat it ye skin (to my apprehension) came upon it and it seemed to be as it was when it was upon the spit at which strange alteration of ye pigg I was much concerned however, fearing to displease his wife by refusing to eat I did eat some of ye pigg.

"And the same time Isaac Sherwood being there and Disburrow's wife and he discoursing concerning a certain place of Scripture and I being of ye same minde that Sherwood was concerning ye place of Scripture and Sherwood telling her where ye place of Scripture was she brought a Bible that was of very large print, but though I had a good lite and looked directly upon the book I could not see one letter, but looking upon it while in here hands after she had turned a few leaves I could see to read it a yard off."

Jesop was what is known to members of the bar as a "willing witness." His evident desire was to secure the conviction of Mrs.

Disborough. Not content with relating the incidents of the "pigg" and the Bible, he went on to give the following account of his return to his home after partaking of "ye pigg":

"Ye same night going home and coming to Compoh Creek it seemed to bee high water whereupon I went to a canooe that was about ten rods off which lay upon such a bank as ordinarily I could have shoved it into ye creek with ease, though I lifted with all my might and lifted one end from the ground I could by noe means push it into ye creek. Then the water seemed to bee loe yt I might ride over whereupon I went again to the water side but then it appeared as at first very high. And then going to ye canooe again and finding I could not get it into ye creek I thought to ride around to where I had often been and knew ye way as well as before my own dore and had my old cart horse, yet I could not keep him in the rode do what I could but he often turned aside into ye bushes and then went backwards so that though I kept upon my horse and did my best to get home I was ye greater part of ye night wandering before I got home although it was not much more than two miles."

What would such testimony be worth in a court of justice in this Twentieth Century? In those days it was not an uncommon thing for visitors to be treated to New England rum by the host. Could it have been possible that Mr. Disborough's hospitality along this line was responsible for young Jesop's seeing high water where none existed? Did he in his muddled condition wander about all night in going a distance of a little over two miles? And in his vague recollection of what occurred how easy it would have been for him to attribute the whole thing to witchcraft.

Elizabeth Clawson, Goody Miller and widow Staples, who were tried for witchcraft at the same time, were acquitted, but Mercy Disborough was found guilty and sentenced to death. A petition was soon afterward presented asking that she be pardoned. The records do not show that the pardon was granted, but a few years later a Mercy Disborough of Fairfield appears as one of the executors of the estate of her husband, Thomas Disborough. Still later she was living in Westport, where it is said children often pointed to her as the "old witch."

Preposterous as such proceedings appear to the people of the present generation, it required a long time to uproot the idea that witchcraft was a stern reality. In 1765, one hundred and twelve years after the execution of Goody Knapp at Fairfield, and seventy-three years after the trial of Mercy Disborough, Sir William Blackstone,

the eminent English jurist, in his "Commentaries on the Laws of England," said: "To deny the possibility, nay, the actual existence of witchcraft is at once to deny the revealed word of God. * * * The thing itself is a truth to which every nation hath at times borne witness." And now, a century and a half after Blackstone wrote, it is impossible to find an intelligent person who believes in witches.

ODD LAWS AND CUSTOMS

Fairfield is first mentioned as a "town" in the order of the General Court of April 6, 1640, directing Messrs. Ludlow, Haynes and Wells to adjust the boundary lines between that town and Stratford. The town records prior to 1650 have been lost, hence it is impossible to say just when Fairfield was incorporated as a town, or what rules for the government of the inhabitants were adopted during the first eleven years of its history. One peculiar ordinance passed in that time has been preserved. In May, 1647, the town enacted the following:

"Forasmuch as it is observed that many abuses are committed by frequent taking of Tobacco it is hereby ordered that no Person under the age of twentie years nor any other that hath not alrede accustomed himselfe to the use thereof shall take any Tobacco until he shall have brought a Certificate under the hand of some who are approved for Knolledge & Skill in phisic that it is useful for him and also that he hath received a license from the Court for the same."

The young man of that period stood a poor chance of becoming addicted to the excessive use of cigarettes, for the ordinance provided that when tobacco was used it was not "to be flaunted on the street or taken in the woods or fields unless the person shal bee on a Trail or Journey ten miles from his home." It could be enjoyed as part of one's dinner (or immediately after eating), but it was not to be used oftener than once a day and then "not in company with any other."

The government established by the first settlers was a democracy of the simplest character. Every man had a voice in making the laws and rare indeed were they wilfully violated. In February, 1662, the "townsmen," or selectmen as they are now called, chosen for the year were: Jehu Burr, John Burr, William Ward, Cornelius Hull, John Banks, William Hill and Mr. Gold. In May this committee elected Edward Adams "Pound Keeper" and ordered that his fees should be one penny "for every parcel of creatures brought to the pound." A few years later the town meeting voted to give "ye east farmers

libertie to pound their own creatures themselves or any of them or by ye pounder or other in a pound at sayd farmes they pounding sayd pound at their own cost or in any allowed yard there and he that keeps ye sayd pound or yard gate shall have one penny per head."

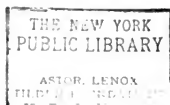
Farming and stock raising were the leading occupations and it is natural that much of the early legislation should pertain to these lines of industry. Fence-viewers were elected to "attend to the common fences" and to notify any individual that his fence was defective. The fence-viewers and the pound-keepers worked together for the protection of the growing crops. In 1669 the town meeting ordered "that when there hath beene Notice given to make up defective fences the pounders shall make it their care to impound all the Swine that shall be found in the comon fields and meadows. They are to begin to pound sayd swine two days after men have Notice of the defective fences."

The sheep-masters were likewise important functionaries in looking after the care of the flocks. In February, 1670, the following order was unanimously adopted by the town meeting: "Whereas there is complaynt that the dogs of some of ye inhabitants of ye town have worried & killed several sheep and some of the owners of the dogs refuse to kill the dogs for the prevention of Damage the Town orders that if any dogs of any Inhabitants of ye Town have killed or worried sheep or have been in Company with dogs when such mischiefe was done or shall be soe in Future time the owner having notice thereof shall kill such dog or dogs and if he shall refuse or neglect to kill sayd dog or dogs what sheep for the future shall be soe killed or worried while the sayd dog or dogs live in Town ye owner of such dog or dogs shall pay all such damages as ye proprietors of ye sheep shall sustaine unto them except the owner of ye dog or dogs shall make it what and whose dog or dogs else did ye mischief."

As a large part of the land was held in common until such time as it should be parceled out to actual settlers, and the flocks and herds grazed freely over these common lands, there were also cowkeepers, to see that cattle did not stray beyond the town limits, and an official "brander," whose duty it was to see that every animal was properly marked with the owner's initials burned upon the skin. Dues were paid by the owners of cattle, in proportion to the number of head they possessed, to pay the cowkeepers and brander for their work. If a pig got into a neighbor's garden the pound-keeper was notified and the pig was imprisoned in the pound until its owner made good the damage and paid the pound-keeper's charges. If the owner failed to



THE OLD TOWN HALL, AT FAIRFIELD



redeem the pig, it was sold and the money applied to the payment of damages and fees for impounding. Stray animals, after being advertised as the law required, were "sold at public outcry at the beat of the drum."

Public houses of entertainment were called "ordinaries." Proprietors of ordinaries were required to obtain a license, or were chosen by the town, and they were governed by rules and regulations of the strictest character. The house was to be closed at nine o'clock in the evening; no one was to be permitted to drink more than half a pint of wine at one time. If a man got drunk he was fined ten shillings. "Excessive drinking" was punished by a fine not exceeding one shilling and four pence.

Nothing was done without the consent of the town. If a miller wanted to build a mill, a blacksmith to open a shop, or a tanner to start a tanyard, the matter must first come before the town meeting. If a majority voted in favor of the proposition the work went on, otherwise the miller, blacksmith or tanner must pass on to some other town that would appreciate her services. Undesirable visitors and residents were frequently made to feel "the iron hand of the law." In June, 1666, the townsmen appointed John Burr "to notifie and warn Mr. Blacklige to depart ye towne and not take up his residence herein." As the stocks and the whipping post stood upon the edge of the village green as a reminder that the orders of the townsmen were to be enforced, the probabilities are that Mr. Blacklige "moved on" to some other locality.

On January 4, 1677, the town ordered each owner of a dwelling house to place thereon "a ladder long enough to reach to the ridge pole," and John Green, Osborn Wakeman, Richard Hubbell and Thomas Wilson were appointed a committee to see that the ladders were provided within two weeks, under penalty of a fine of ten shillings a week for every week beyond that time. At the same meeting it was ordered that every householder sweep his chimney every two weeks in winter and once a month during the summer. Henry Castle and Edward Wilson were appointed to see that the ordinance was enforced. These provisions against loss by fire were the beginning of Fairfield's fire department.

TOWN HALL.

The town hall of Fairfield was once the courthouse of Fairfield County. When the Village of Fairfield was laid out a "green" was

left in the center. This village green afterward became the center of business as well. Here were located the courthouse, the jail, the meeting house and the ordinary or inn. Upon the removal of the county seat to Bridgeport in 1853, the courthouse became the town hall. It stands near the center of the green, is a substantial frame structure, with abundant room for the town officers, a hall for town meetings, quarters for the local courts, etc. Over the entrance is the inscription: "Built 1720; Burned by British 1779; Rebuilt 1794; Remodeled 1870."

OLD-TIME TAVERNS

At the south edge of the green stood the Sun Tavern, which was built shortly after the town was burned by the British in 1779. It was kept for many years by a man named Penfield. Washington, while President of the United States, stopped at this hostelry one night on his way to New Haven. The citizens of Fairfield gathered to do honor to the nation's chief executive and the next morning he pursued his journey. In 1818 the property was purchased by Rev. Nathaniel Hewitt, pastor of the Congregational Church, who sold it some years later to Dr. Lyman Atwater. A private school was at one time kept in this house, which is one of the town's historic landmarks.

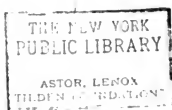
Immediately after the Revolutionary war, General Abel built the large residence which was afterward converted into a tavern by Captain Benson. The "Benson House" became widely known and for many years it was a favorite stopping place for travelers on horseback or by stage from New York to Boston, or from New England to the West. Among the noted personages who were guests at this tavern were Aaron Burr, Daniel Webster, Andrew Jackson, Booth, Macready and other noted actors in the early part of the Nineteenth Century.

PUBLIC LIBRARY

The following account of the Fairfield Memorial Library is taken from a little volume published in 1910: "This library was organized and incorporated in 1876 through the inspiration and leadership of Mr. Morris W. Lyon, who gave most generously to the institution and cherished it with unswerving fidelity during the later years of his beneficent life. Although called by its founder a memorial of our national independence and other important events, it is really a me-



THE OLD SUN TAVERN, FAIRFIELD



morial of Mr. Lyon, witnessing to his local patriotism and his spirit of noble helpfulness. Associated with him in loyal co-operation when the library received its charter were: Rev. Samuel Osgood, D. D., the first president of the board, Capt. Isaac Jennings, Rev. James K. Lombard, Mr. Oliver B. Jennings, Mr. Samuel Morehouse, Rev. E. E. Rankin, D. D., and Mr. John Glover.

"The edifice which now serves the association, built by popular subscription, was dedicated on the afternoon of June 11, 1903. A large and notable company was present on the occasion. Addresses were made by Rev. Samuel Hart, D. D., president of the Connecticut Historical Society; Prof. Henry F. Osborn, Ph. D., of Columbia University; Prof. William L. Phelps, Ph. D., of Yale University; Hon. John H. Perry, president of the Pequot Library Association of Southport, and Timothy Dwight, D. D., LL. D., ex-president of Yale University.

"The library is free—supported by the gifts of friends and patrons. It is open six days of the week. The assembly room on the second floor is given to the uses of the Fairfield Historical Society for their collections, and is also used for lectures and public meetings."

HISTORICAL SOCIETY

The Fairfield Historical Society was organized on June 17, 1902, at a meeting called for the purpose and held in the old Sherman mansion, a house built by Judge Roger M. Sherman, nephew of Roger Sherman, one of the signers of the Declaration of Independence. Its object, as stated in the constitution adopted at the time of the organization, is "to foster a spirit of local and national patriotism by public meetings, historical research, the marking of interesting sites, the publication of papers and documents, and the collection and preservation of old letters, journals, books, furniture, garments and heirlooms handed down from an honorable ancestry."

Soon after its organization the society undertook the work of copying "Volume A" of the town land records, an old volume which had almost fallen to pieces. The work was done at a cost of \$350, thus preserving the early land records of Fairfield. Following this, the society had a plat of the town made, showing the history of each homestead lot, the names of its successive owners, etc.

A museum of antiquities was established upon the second floor of the Memorial Library, where the society holds its public meetings. Here have been collected many old documents, utensils used during the

colonial days, historic relics of various kinds, etc. The society has also published a number of historic papers, written by members of the society and others, bearing upon some particular phase of local history.

Reports of the doings of the society are printed and distributed among the members annually. The membership numbers over two hundred, and there are many who are not members that have contributed articles to the museum. The officers of the society in 1916 were: Rev. Frank S. Child, president; Henry C. Sturges, vice president; Rev. Allen E. Beeman, secretary; Samuel H. Wheeler, treasurer. There is also an executive council composed of the above officers and the following members: Charles B. Jennings, Oliver G. Jennings, Winthrop H. Perry, John H. Perry, Milton S. Lacey and William H. Burr.

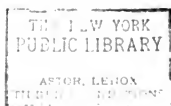
FAIRFIELD IN 1917

Almost three centuries have passed since Roger Ludlow "adventured to drive his Cattle thither," and the sound of the woodman's ax was heard for the first time in the forests of what is now the Town of Fairfield. To note all the changes of these three centuries would require volumes. The schoolhouse has supplanted the Indian wigwam, the forests have been felled and the trees converted into homes for civilized men, herds of cattle graze where packs of howling wolves once had their haunts, the great steamship plies the waters of Long Island Sound, where once the canoe of the red man was the only craft, one of the main lines of the New York, New Haven & Hartford railway system has taken the place of the old-time stage coach, whose arrival and departure were occasions of importance, and electric line connects Fairfield with Bridgeport, the metropolis of the county. In 1910 the population was 6,134, and in 1916 the property of the town was valued for tax purposes at \$8,054,700, which valuation is only about two-thirds of the true value.

Fairfield has a high school and ten graded schools, in which fifty teachers are employed. During the year 1916 the town expended \$45,594 for educational purposes, exclusive of \$40,000 voted by the town meeting of August 16, 1916, for a new school building in the Village of Southport. Several of the leading religious denominations have handsome and commodious houses of worship, the business interests of the town include practically all lines of merchandise, poultry raising, fruit growing, manufacturing and the usual minor shops to be found in every village. But the pride of Fairfield is in its cozy



FAIRFIELD MEMORIAL LIBRARY



homes and the beautiful grounds which surround them, making it one of the most desirable residence districts along the shores of the Sound.

The town officers at the beginning of the year were: Charles A. Rowe, F. A. Burr and Hezekiah E. Elwood, selectmen; Joseph I. Flint, clerk; Luin B. Switzer, treasurer; Andrew B. Wakeman, Clarence H. Bradley and Edgar S. Banks, assessors; Bacon Wakeman, judge of probate; Robert C. Hitchcock and Frederic B. Wakeman, auditors; Clarence H. Banks and James H. Farrell, registrars of voters.

THE VILLAGE OF SOUTHPORT

When the first settlement of Fairfield began, a harbor was established at Black Rock at the southeast corner of the town. During a period of more than two hundred years this harbor was within the limits of Fairfield, Fayerweather Island forming a natural breakwater, behind which ships could find safe anchorage. Black Rock was a place of considerable activity during the Revolution, and it was also the headquarters of the men engaged in whaleboat warfare in that conflict. One of those was Capt. Caleb Brewster, who captured or destroyed a number of British craft. Black Rock is now within the corporation of Bridgeport.

As the settlement expanded another harbor was found near the southwest corner of the town, between the Sasco and Rose hills. After the burning of Fairfield in 1779, quite a number of the citizens went to this harbor and founded the Village of Southport. For many years after the Revolution Southport Harbor was one of the best known on the coast of Long Island Sound. Its fleets engaged in active commerce with Boston, New York and ports of foreign countries, and regular lines of communication between Southport and a number of short cities sprang into existence and flourished for years. The following story is told of one of Southport's sea captains, who was a terror to the tories along the shore:

"One June evening Capt. Amos Perry sailed from the Southport Harbor in his sloop *Racer*, for the express purpose of punishing one of the tory bands that for some time had been especially active in the neighborhood. That night a storm came on and the next morning the *Racer* was discovered by the crew of a tory sloop, in seeming distress. Supposing the *Racer* to have been damaged by the storm, the tory captain drew near, saluted Captain Perry and immediately afterward proceeded to board the vessel, intending no doubt to carry off the *Racer* as a prize. The capture was apparently an

easy one and the tory captain was congratulating himself upon the event, when Captain Perry gave a signal previously agreed upon, his men fully armed swarmed out of the cabin and the hold. A brief hand-to-hand fight followed, the tories were overcome, and the sloop, which was carrying a cargo of military stores for the British army, was towed into Southport Harbor as the reward of Captain Perry's daring."

At different periods four ship yards have been successfully operated at Southport, or Mill River, as the settlement was called for some years after it was started. During the War of 1812 a fortification called "Fort Defence" was built near what is now the lower wharf, and a volunteer company was organized in the Town of Fairfield to garrison the fort in the event the enemy appeared in the Sound.

INCORPORATED

Southport was incorporated under a charter dated May 26, 1831, and the first borough meeting was held on the 4th of July following. The first borough officers were: Jonathan Bulkley, warden; Ebenezer Dimon, Charles Perry, Andrew Bulkley, Justus Sherwood, Jesup Alvord, Wakeman B. Meeker, burgesses; Simon Sherwood, treasurer; Julius Pike, bailiff. The last borough meeting under this charter was held on December 30, 1854. Since then Southport has been a village within the limits of the Town of Fairfield, governed according to the general law of the state relating to villages.

PEQUOT LIBRARY

Southport has had at least three public or semi-public libraries. In February, 1830, the "Mill River Social Library" was formed. Life memberships could be secured upon payment of \$10, annual memberships paying a certain sum annually. Among the life members were Jeremiah Sturges, Hezekiah Davis, Julius Pike, Simon Sherwood and Joseph Bulkley. After a few years this association went down and the books were distributed among the members.

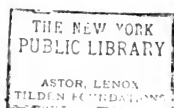
In 1858 a library was established in connection with the public schools and at one time numbered about two hundred volumes. The third library was organized in 1875, when subscriptions amounting to about two hundred and fifty dollars were obtained without difficulty. The money was expended for books and after a short career the whole business was turned over to a temperance society.



THE WAKEMAN MEMORIAL, SOUTHPORT



PEQUOT LIBRARY, SOUTHPORT



The Pequot Library, an institution of which any village like Southport could justly be proud, was built and equipped by Mrs. Elbert B. Monroe, a niece of the late Frederick Marquand, whose ancestor, Henry Marquand, settled upon the site now occupied by the library in 1768. In later years Frederick went to New York, where he amassed a fortune, a portion of which he placed in the charge of Mrs. Elbert B. Munroe, Henry C. Marquand, Alanson Trask and D. C. McWilliams for educational purposes. The trust fund has been managed so that over three millions of dollars have been used in founding schools, libraries, etc., or as donations to established colleges or other institutions.

It was from this fund that Southport received its handsome library building, which stands upon a beautiful lawn, where once stood the Marquand homestead. Perhaps it would have been appropriate to name the library the "Marquand Memorial," but the name "Pequot" was selected because it stands in sight of the spot where the last great fight of the Pequot war occurred in July, 1637. The library contains about thirty-five thousand volumes and was first opened to the public in 1894. It is controlled by an association, the officers of which in 1917 were as follows: John H. Perry, president; H. H. Perry, secretary; Frederic E. Northrop, treasurer; Josephine S. Hendrick, librarian; Frances E. Gleason, assistant librarian. The institution is free to the people of Southport.

FIRE DEPARTMENT

The Southport Fire Department was incorporated on October 31, 1895. Previous to that time, however, the village had a volunteer fire company. After the incorporation an engine house was built on Main Street, where in 1917 were quartered a steam fire engine, a hook and ladder truck and a hose carriage. H. H. Perry was then president of the department, which is still chiefly on a volunteer basis; E. A. Van Holtz, Jr., and W. S. Hemson, vice presidents; T. N. Wakeman, secretary; Theodore Van Holtz, Jr., financial secretary; Fred E. Northrop, treasurer; John O. Dwyer, chief engineer.

SOUTHPORT TODAY

In 1910 the population of Southport was 1,479. It is the business center of the Town of Fairfield, has two banks, a number of well stocked mercantile establishments, some prosperous manufacturing

enterprises, a new \$40,000 school building, Congregational, Episcopal and Methodist churches, lodges of several of the fraternal societies, and a number of handsome and comfortable residences. It is a station on the main line of the New York, New Haven & Hartford Railroad between New York and Boston, and is connected with the adjacent towns by electric railway.

CHAPTER XV

THE CITY OF BRIDGEPORT

PARKS—MONUMENTS—BRIDGES—ACT ESTABLISHING LOTTERY BRIDGE—
THE HARBOR—BRIDGEPORT POSTOFFICE—PUBLIC LIBRARY—POPULATION—FIRES—TEMPERANCE.

PARKS

Bridgeport has been aptly termed the Park City, not only on account of the number of her parks, but their extent and beautiful appearance. Upon the cool waters of the Sound, along the river, and scattered around the residential districts are no less than ten parks. These are: Beardsley Park, north end of Noble Avenue and East Main; Brooklawn Park, west side of Brooklawn Avenue; Columbus Park, Park Avenue beyond Lincoln Avenue; Lafayette Park, Oak Street, Lexington Avenue and Linen Avenue; Marina Park, Waldemere Avenue and Marina Park Street; Old Mill Green, Boston Avenue from East Main to the Pequonnock River; Seaside Park, south end of Main, Broad, Myrtle Avenue, Park Avenue and Iranistan Avenue; Washington Park, East Washington Avenue and Barnum Avenue; Wood Park, Wood Avenue, Grove, Benham Avenue and Sherwood Avenue; and Yellow Mill Park, at the junction of Stratford Avenue and Connecticut Avenue.

Parks in New England may be said to have originated prior to the year 1800, when it was customary to lay out wide streets and small openings called "greens." The village green was usually the repository of the meeting house, the town house, the whipping-post and the stocks. No effort was made to improve these open spaces until all of the surrounding streets and lots had been built up. The famous New Haven Green and the Boston Common are notable examples of this custom. Almost every town and village had its green and in most of them this historic spot has been preserved until the present day.

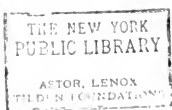
Bridgeport's first attempt at establishing an "open space" for her citizens began before she became a city. In fact, the beginning dates even further back, when the Stratfield training ground, on the corner of Clinton and North avenues, was started. Richard Hubbell, a prominent early settler, donated this plot of ground. This ground was a necessity in those days for the militia, as well as a common meeting place for the citizens. In 1694 the people of Fairfield and Pequonnoek villages were joined into a church order by the General Assembly. In 1697 the court ordered that the "soldiers inhabiting that territory be united together and exercised in one band and company; Lieut. John Beersley and Ensign Isaac Wheeler to be commissioned respectively therefor." The soldiers were under obligation to train at least four days in the year and to hold themselves in readiness for active duty at all times. After the hours of training were over, the young men used the training ground for sports and games under the admiring eyes of the village maidens.

The next of these so-called parks is the Old Mill Green, or Pembroke Park. This was formed by the forking of the King's Highway, east of Berkshire Mill Pond. The King's Highway followed an old Indian trail and was largely used by travelers between Stratford and Fairfield. Stratford voted in 1685 that all the uplands and marshes southward of the road leading to Fairfield should be left for a common, and twenty rods in length should be left for a road to Fairfield bounds. In 1740 Richard Nichols, Nathaniel Sherman, Samuel Judson, Peter Pixlee, Ebenezer Hurd, Theophilus Nichols, Samuel Sherman, Timothy Sherman and Joseph Nichols deeded the land of Old Mill Green for a perpetual common to the people. This has been improved for park purposes by the City of Bridgeport.

The first ground acquired by Bridgeport for public use is what is now known as the City Hall Park, or Green. The Borough of Bridgeport purchased this plot of land from Salmon Hubbell on February 9, 1807, the land described as "that piece or parcel of land lying and being situate in said Bridgeport, containing one-quarter of an acre, be the same more or less, and bounded easterly on Daniel Fayerweather's land, southwardly and westwardly and northwardly on highways, to be laid open, kept and maintained as a public highway forever." The date of the deed from Hubbell to the city is March 17, 1807. This plot of ground is that which at present lies west of the City Hall Building; the portion east of the building was acquired at a later date. The wording of the above quoted description, describing the ground as a public highway, comes about by rea-



SEASIDE PARK, BRIDGEPORT



son of the lack of any provision in the borough charter for the laying out of any green or square. This ground is not considered now as a public park, but in view of the care taken and the beauty of it the same is one of the garden spots of the city.

In 1851 William H. Noble and P. T. Barnum, when opening their property in East Bridgeport, in the district known as the New Pasture Lots, set aside a four acre tract of land for a public park. In this way they thought to add value and beauty to the residential district about to be opened. However, it was not deeded to the city until 1865. The owners of property became alarmed over the possibility of the tract never being made into a park, so in May, 1865, Aldermen Nathaniel Wheeler and Eli Thompson, and Councilman Frederick Hurd, were appointed by the city council to investigate the matter and report any measures necessary or advisable to secure the ground for a public park. They reported that P. T. Barnum and William H. Perry, owners, would give the ground to the city on condition that the city grade, fence and otherwise improve it, also maintain it as a public park, and that \$500 be appropriated by the city, which sum, in addition to \$2,500 raised by private subscription, should be used for this purpose. In the July following the plot was deeded to the city and \$1,000 was voted for the necessary improvements. The name Washington Park was given to it and William H. Perry, Charles A. Hotchkiss and Nathaniel Wheeler were named as commissioners. This was the first real public park in the city and today is one of the prettiest. Elegant residences, four of the most attractive churches, and well improved streets surround this park.

Seaside Park is the largest park in Bridgeport and one of the most attractive in New England. Perhaps the first public notice of the land now comprising the park was taken in 1862, when the Seventeenth Connecticut Volunteer Regiment encamped on the land south of the city. Farms then occupied the space, but Colonel Noble and the crowds of people who visited the soldiers' camp became impressed with the desirability of the site as a public park. The work of boosting the location was taken up the next year by The Bridgeport Standard and by many timely articles the question was hastened to a conclusion. The public as a whole soon demanded that something be done toward the securing of the land.

P. T. Barnum and James C. Loomis were the first individuals to take any definite action. Both were public spirited men and desired that Bridgeport have every possible advantage. A survey was made

in 1864 by E. R. Lambert and George Beckwith and a map drawn of the thirty-five acres in discussion, thirteen acres of which were in Bridgeport and the remainder in Fairfield. In 1865 a committee was appointed by the council, consisting of Nathaniel Wheeler, Frederick Hurd and Eli Thompson. They investigated the proposition and reported favorably. They found that the owners of the land, Capts. John Brooks and Burr Knapp, and George Bailey and P. T. Barnum, would convey the land to the city free of charge provided that it be used perpetually for a public park; and they also reported that a contribution of \$2,720 had been made by several persons and business firms for the purchase of additional land. A city meeting was called July 8, 1865, and the council was authorized to accept the deeds to the land and to appropriate a sum not exceeding ten thousand dollars for grading and improving the park.

On August 14, 1865, the council accepted the deeds of John Brooks, Maria Brooks, Burr Knapp, Marietta Knapp, George Bailey, Harry Wheeler and P. T. Barnum to the city of about thirty acres of land adjoining the Sound, gave it the name of Seaside Park, and appointed James C. Loomis, S. S. Clapp and Jacob Kiefer commissioners of the park.

Gen. E. R. Viele of New York gave the suggestion for the stone sea wall around the park front, the driveway and walk behind the wall, the pond excavated and connected with tide water. The *Daily Standard* for January 15, 1867, contains the following item in regard to the park: "In the rooms of Messrs. Lambert & Bunnell, the architects, in Wales Building, can be seen an excellent sketch of the proposed Seaside Park. This drawing was, we learn, obtained and presented to the park commissioners by Mr. Nathaniel Wheeler at considerable expense, and is an example of public spirit worthy of special mention. The drawings were obtained of the designers and superintendent of the New York Central Park, and the work was done by Messrs. Olmstead, Vaux & Company, artists of New York. The plan is well worthy the attention and study of our citizens generally, and particularly of those who have property in the vicinity of the park."

Afterward the land area of the park was increased by both donations and purchases. In 1872-3 the commissioners, Nathaniel Wheeler, G. B. Waller and Albert Eames reported the total expense in the purchase of land and in improvements to be \$77,778.85. A table of lands donated and purchased for Seaside Park until 1872 is

given here (recopied out of The Standard's History of Bridgeport, 1897).

	Price
August 14, 1865. P. T. Barnum, 7 acres, 10 rods.....	Given
August 14, 1865. John Brooks and wife, Burr Knapp and wife, 6 acres, 57 rods	Given
August 14, 1865. George Bailey, 7 acres, 134 rods....	Given
August 14, 1865. Harry Wheeler, 100 feet for avenue.	Given
August 14, 1865. Harry Wheeler, 7 acres, 85 rods...\$	2,257.50
September 22, 1865. J. Brooks and wife, Burr Knapp and wife, F. Lathrop and wife, south end of Main Street, quantity not stated	Given
September 28, 1865. George Bailey, 5 acres.....\$	900.00
September 29, 1865. George Bailey, 8 acres, 151 rods..	4,470.50
June 5, 1866. F. Lathrop and wife, west of Main Street	250.00
June 6, 1866. J. Brooks and wife, west of Main Street.	Given
June 6, 1866. Burr Knapp and wife, no quantity stated.	Given
June 7, 1866. I. H. Whiting, south of Park Place, between Broad and Main, quantity not stated.....\$	500.00
June 14, 1866. John Brooks and Burr Knapp, 4 acres, 120 rods	1,425.00
September 8, 1866. Harry Wheeler, 2 acres, 128 rods..	832.00
July 12, 1869. P. T. Barnum, 3 acres, 80 rods.....	Given
September 14, 1869. Harry Wheeler, 2 acres, 136 rods..\$	2,843.75
January 24, 1870. Nathaniel Wheeler, 2 acres, 80 rods..	Given
	<hr/>
	\$13,478.75

In the year 1884 P. T. Barnum gave about thirty acres more to the city, the land lying between Waldemere Avenue and the water and extending from Iranistan Avenue on the east to Barnum's dyke, at the mouth of Cedar Creek, on the west. In 1895 Horace Smith, who owned a claim to certain land within the park, south of the north line of Waldemere Avenue, released his entire right to the city. This gave the city unobstructed ownership and enabled the west end of the park to be improved.

The bronze statue of P. T. Barnum was unveiled on July 4, 1893, with a ceremony attended by a great number of people. The statue itself, which was executed by Thomas Ball, was presented to the City of Bridgeport by Mr. Barnum's former partners—James A. Bailey, James A. Hutchinson and W. W. Cole. The granite pedestal

upon which the statue is placed was given by the citizens of Bridgeport.

The handsome Soldiers' Monument in Seaside Park is the gift of the Ladies' Soldiers' Monument Association of Bridgeport and the town, who raised about \$30,000 for the purpose. The cornerstone of this monument was laid August 29, 1866, Governor Joseph R. Hawley and Maj.-Gen. A. H. Terry being among the speakers during the exercises. The monument was dedicated August 17, 1876, and the occasion was used for one of the largest military and civic celebrations ever held in the city. The oratory of the day was in the hands of such men as D. H. Sterling, Rev. Alexander R. Thompson, Maj. William H. Mallory, Ex-Governor J. R. Hawley and Gen. William H. Noble. A sudden storm compelled the rendition of the program in the opera house. The artist and designer of the monument was William H. Moseman of Chicopee, Mass., and the committee in charge of the erection was composed of William H. Mallory, Henry A. House and J. D. Alvord.

The statue of Elias Howe, Jr., in Seaside Park was presented to the city on condition that the latter provide a suitable base for the figure of the inventor and former head of the Howe Sewing Machine Company. This was done and in the fall of 1884 the statue was placed in its present position.

To James W. Beardsley the City of Bridgeport is indebted for the splendid park known as Beardsley Park. In February, 1878, he deeded the land to the city on condition that "the city shall accept and keep the same forever as a public park, by the name of Beardsley Park." In 1881 the park was laid out under the direction of Frederick Law Olmstead. This is one of the beauty places of the city, located on the river and combining hundreds of shade trees with a rustic beauty unsurpassed. In memory of the donor of this park there was erected a statue of James W. Beardsley, the unveiling taking place June 19, 1909. The subject of this tribute was first mentioned in 1904 and several citizens, prominent among them Fred Enos, secured subscriptions and a sum from the city for the statue.

In this connection may also be mentioned the untimely death of James W. Beardsley on December 22, 1892. A few evenings before his house was visited by burglars while he was ill and not only did the thieves carry away considerable plunder, but left Mr. Beardsley with injuries from which he died. The guilty parties were never discovered.

The latest park acquired by the city is Beechwood Park, pur-

chased by the park department. This park is situated on upper Park Avenue and extends easterly, comprising about thirty-five acres. The other parks of the city are small, some formed by the converging of streets and others secured by purchase. Lafayette Park was given to the city by Nathaniel Wheeler and Seth B. Jones.

Before completing the description of the parks of Bridgeport it should be said that to Mayor Philo C. Calhoun the honor must be attributed of first calling attention to the need of a public park. In his message of August, 1857, he wrote: "The want of such a place in our crowded limits for the free circulation of air and healthy exercise is seriously felt by our citizens, and universally remarked by visitors. There is scarce a foot of public ground within the city limits where persons can resort for recreation, and if such an improvement is ever to be made, no time should be lost in taking the necessary measures to secure it." However, the city had to experience the Civil war before any action was taken.

BRIDGES

The first bridge of Bridgeport was built across the Pequonnock at the head of navigation, or across the lower end of Berkshire Mill Pond. By the time of the close of the Revolution there was no bridge below the head of tide water; ferries transported the people across the river. The exact date of the building of Benjamin's Bridge, later Yellow Mill Bridge, is not known, but it was probably sometime after this. Passengers bound for Stratford, after crossing on the ferry, were again obliged to take a boat across the eastern arm of the harbor.

This mode of travel became very inconvenient and in May, 1791, Robert Walker of Stratford and others petitioned the Legislature for authority to establish a lottery to raise the funds necessary to build a bridge across Newfield Harbor. The lottery method, selling tickets by which means to get money, was not held in disrepute at that time. In response to the petition the Legislature appointed James Davenport, John Chandler and Jonathan Ingersoll a committee to investigate and make a report upon the proposed bridge. This committee reported favorably and in October, 1791, the following resolution was passed:

"ACT ESTABLISHING LOTTERY BRIDGE

"Upon petition of Robert Walker and other inhabitants of the Town of Stratford, and Jonathan Sturges, Thaddeus Burr, Andrew

Rowland, and other inhabitants in the Town of Fairfield, in Fairfield County, showing to this assembly that the road from the Town of Stratford to the Town of Fairfield through a village called Old Mill is about nine miles, and by reason of the rocks, hills, and other bad quarters of the said road, the same is extremely inconvenient to traveling in general, and particularly to the public stage, and that another road leading from said Stratford to said Fairfield through a place called New Field is three miles shorter and capable of being an extremely good and pleasant road and very commodious to the public, but that by reason of an intervention of an arm of the sea across said road at Newfield the same cannot be rendered convenient without a bridge at said Newfield across said arm of sea, and that the said Town of Stratford, to which said Village of Newfield belongs, is unable to erect said bridge at their own expense; praying for liberty to raise a sum of money to build said bridge by lottery, as per petition on file, etc.

"Resolved, by this assembly, that liberty be and the same is hereby granted to the petitioners for the setting up of a lottery for the purpose of raising a sum of £1,500 lawful money, and that the moneys so to be raised shall be appropriated to the purpose of building said bridge; which said bridge shall contain therein a draw or drawbridge over the most convenient place in the channel, of twenty-four feet in width, and shall be completed in every respect and commodious for the public; and that John Benjamin, Amos Hubbell, John Thompson, Josiah Lacey, David Burr and Daniel Salmon (?), or any of them not less than four, be and they hereby are appointed managers of said lottery, and fully authorized to establish a scheme or schemes of said lottery, to consist of one or more class or classes, make sale of the tickets and collect the money arising therefrom.

"Provided, they do within three months after the rising of this assembly lodge with the treasurer of this state a bond payable to said treasurer or his successors in said office, with one or more sureties, to be approved of by said treasurer in the penal sum of £3,000 lawful money, conditioned for the faithful management of said lottery, payment of the proceeds, and that the money so raised be faithfully applied to the building of the said bridge, and that the said bridge be erected and completed by the 1st day of December, 1793, and that the sale of said tickets shall not commence before the first day of July next."

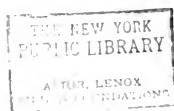
This bridge had a draw, parting in the middle and raised by pulleys on each side. The construction of the bridge was very poor, as



BURROUGHS HOME FOR WOMEN



BRIDGEPORT HOSPITAL



within three years much repairing had to be done. About 1804, while undergoing repairs, the whole structure gave way and fell into the stream, where it remained for a number of years. Benjamin Hall, of Stratford, and afterwards Abel Hall, Jr., and Elijah Burritt, were given permission by the Legislature to repair it, but failed to improve the grant. In 1807 Salmon Hubbell and others rebuilt the bridge with the western terminus farther up stream, at Fairfield Avenue. This was a toll bridge until 1868, when the city bought it and made it a free bridge. It was called the Lower Bridge.

In 1836 Willis Stillman, B. G. Noble and others constructed a bridge at Indian Island. This, known as Noble's Lodge, was purchased by the city in 1864 and opened to the public for free passage. In 1893 the structure underwent expensive repairs. The first railroad bridge was built by the New York & New Haven Railroad Company in 1848 and was replaced by an iron bridge in 1869. Private individuals built a foot bridge along this structure in 1850 and charged a toll, but the city built a foot bridge on the other side in 1869 and made it free.

The first center bridge was constructed by P. T. Barnum and William H. Noble, at the time they opened up their land in East Bridgeport. The bridge was bought by the city in 1864 and the toll charges removed. The Center Bridge, from Congress Street on the west to the foot of William Street on the east, was opened in 1870. It was built of stone and iron and had a draw of 210 feet. It was constructed by William S. Knowlton at a cost of \$100,000.

The Lower Bridge was rebuilt in 1888, the improvement costing the city about seventy thousand dollars. The work was in charge of Charles R. Brothwell, of the board of public works. This bridge was the first to employ an electric motor for moving the draw.

Yellow Mill Bridge was at first a toll bridge and was built by John Benjamin of Stratford in 1792. This bridge was rebuilt by the Government in 1900.

One of the most beautiful bridges in Bridgeport is the Congress Street Bridge, which was opened to the public July 16, 1910. The value of this bridge is \$300,000. In 1916 contracts were awarded for the construction of the East Washington and the Grand Street bridges.

The new Stratford Avenue Bridge, now in process of construction, one-half of which was opened for traffic in August, 1917, is the largest and costliest of the Bridgeport bridges. Fully a half

million dollars has been expended upon the construction of this bridge. The draw is electrically operated.

The value of the various other bridges in the city as recorded by the city is as follows: Bridgeport Bridge, \$100,000; East Washington Avenue Bridge, \$25,000; Yellow Mill Bridge, \$150,000; Berkshire Bridge, \$22,000; Boston Avenue Bridge, \$25,000; Uncoway Bridge, \$5,000; Glenwood or Boston Avenue Bridge, \$6,700; North Avenue or Rooster River Bridge, \$9,000; and the Ash Creek Bridge, \$15,000.

THE HARBOR

One of the greatest contributing factors to the successful commerce of the City of Bridgeport is the harbor. From the days of Newfield Village, when only vessels of light draft could pass the bar and enter the river, until the present day, the harbor has been almost in a constant state of improvement. The United States Government has expended huge sums of money in dredging the wide and deep channel through the bar, in constructing breakwaters and establishing lighthouses. The water front has been changed and reconstructed as the growth of commerce and shipping demanded and now Bridgeport has one of the most efficient, modern and attractive harbors along the New England coast. Some idea of the amount of business conducted through Bridgeport harbor may be had by noting the shipping statistics in a preceding chapter.

The first lighthouse in the harbor consisted simply of a lantern hung from the end of a mast. This was put up in 1844 by Capt. Abraham A. McNeil. Following this Capt. John Brooks, Jr., a prominent navigator of the day, hung another lantern on top of a boat and anchored the improvised lighthouse near the channel, or "ditch," which had been recently cut through the bar. The next step was to drive a group of spiles in the mud bottom, tie them together at the top, and there place a light. This was the beginning of the typical lighthouse, in form if not in adequate service. The first actual lighthouse was constructed by the Government in 1851. This was succeeded in 1871 by the larger and more modern light, also built by the Government. This same year witnessed the beginning of extensive harbor improvements, which have been continued down until the year 1917, and will so continue. The needs of a harbor, if it is to be in proper condition for traffic, are perpetual.

The construction of the inner breakwater and the dredging of the basin north of it added much space to the harbor, thus relieving all

congestion in the inner harbor. A light was placed at the end of the inner breakwater. The land used for the breakwater was donated to the Government by Nathaniel Wheeler, George Mallory and P. T. Barnum. Many authorities are unanimous in giving most of the credit for the harbor improvements of this period to Harbor Master Capt. John McNeil, the son of Capt. Abraham A. McNeil, who constructed the first harbor light. Now the river has been thoroughly dredged as far as Berkshire Bridge and vessels of deep draft can navigate well up the stream.

Black Rock Harbor was for many years really superior to Bridgeport Harbor proper, but in recent years the improvements made upon the latter have placed it ahead of the former. Black Rock Harbor offers a shorter distance to the waters of the Sound and for that reason is a favorite resort for pleasure craft of all kinds.

BRIDGEPORT POSTOFFICE

Prior to the year 1800 all postoffice business of the Village of Newfield was transacted at Stratford, of which town Newfield was but a part. When Bridgeport became a borough, under the administration of Thomas Jefferson, a postoffice was established and Amos B. Fairman appointed postmaster. Mr. Fairman is believed to have been the proprietor of a public tavern on the southwest corner of Wall and Water streets, afterwards known as the Washington Hotel, the business of the postoffice being conducted in the north room of the building which was used as a drug store.

Benjamin Bostwick shortly afterward became the proprietor of this hotel and he and his son, Charles Bostwick, held the office of postmaster from 1804 until 1810. Then the mail was brought from New York by a four horse stage coach, and arrived between 8 and 9 o'clock in the evening. The stage came into the village by way of State Street, then a post road, and the coming of the mail was usually heralded by the sounding of a horn when the outskirts were reached. In 1809 Bostwick removed his business and with it the postoffice to the corner of Bank and Water streets, there remaining postmaster until he sold out and then Jesse Sterling was appointed. Shortly after this a block of wooden buildings was erected, then called the "new block," and here Mr. Sterling removed his business and postoffice, occupying the room about where 70 State Street is now located. The postoffice equipment at that time was very meager, consisting of an "upright show case about thirty inches long

by twenty-four inches wide, located at the rear of the store, and upon the mantel over the fireplace, arranged behind tapes, were placed the letters." The whole village generally collected in the vicinity when the mail coach rolled down the main street, so the postmaster saved time by announcing in a loud voice the names of the persons who were fortunate in receiving letters. During the last years of Mr. Sterling's incumbency the postoffice was again moved to the front of his premises on Main Street, about number 318. Rev. Samuel Orcutt stated in his history of Bridgeport that "An elderly citizen has related that while the business was conducted in the store on State Street, a single newspaper, the *Journal of Commerce*, from New York, was taken in the place by Isaac Burroughs. On its arrival it was considered, by the consent of Mr. Burroughs, public property for a short time, and the company gathered were treated to the news by some stentorian reader."

Letter postage at that time was regulated according to distances, such as follows: 30 miles and under, 6 cents; over 30 and under 80 miles, 10 cents; over 80 and under 150 miles, 12½ cents; over 150 and under 400 miles, 18¾ cents; over 400 miles, 25 cents.

Since the incumbency of Jesse Sterling, the followed named men have held the office of postmaster in the City of Bridgeport: Stephen Lounsbury, Jr., 1841; Philo F. Barnum, 1845; George Wade, 1849; E. B. Goodsell, 1853; F. W. Smith, Jr., 1861; George F. Tracy, 1869; James E. Dunham, 1872; J. W. Knowlton, 1875; Edwin F. Meeker, 1886; J. W. Knowlton, 1889; Aurelius Steward, 1893; William H. Marigold, 1899; Charles F. Greene, 1915.

Under the postmastership of F. W. Smith the postoffice was located on Bank Street, below Main, a building running through to State Street. However, the quarters here soon became inadequate for the growing business of the office. Through the efforts largely of Congressman E. W. Seymour an appropriation of \$150,000 was made in the spring of 1888, for a Federal building in Bridgeport. In December of the same year the site of the old St. John's Church at the corner of Broad and Cannon streets was selected and on February 5, 1892, the completed building was thrown open to the public.

It is interesting to know that Bridgeport is the fifteenth city in the United States in postal bank increases. Her increase amounted to \$25,230. The order of cities follows: New York, Detroit, Brooklyn, Cleveland, Boston, Newark, Toledo, Los Angeles, Seattle,

Gary, Ind., Philadelphia, Akron, O., Cincinnati, South Bethlehem, Pa., and Bridgeport.

The steady and rapid increase in Bridgeport's business shows in a vivid manner in comparative postal figures prepared for Bridgeport-Progress by Postmaster Charles F. Greene. The figures of business by the postoffice in a community furnish a mighty valuable and accurate means of judging the condition of that community as a whole for the postoffice business draws from all classes and is not indicative of any special interest.

The amount of postal receipts for the year 1917 was on April 30, \$501,714.45 as compared with the year previous when the receipts were \$455,889.04.

The amount on deposit in the Postal Savings Bank shows a phenomenal increase, having more than doubled in the past year.

The deposits on May 1, 1916, were \$365,070 and during the twelve months to May 1, 1917, these deposits had increased to \$809,788. This shows that Bridgeport's public is not only earning money but saving it in spite of the fact that living costs are high.

The following figures show the rapid and very healthy increase in Bridgeport's business:

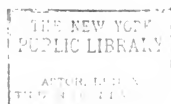
Postal receipts year ended April 30, 1917.....	\$ 501,714.45
Postal receipts year ended April 30, 1916.....	455,889.04
Postal receipts year ended April 30, 1915.....	371,105.08
Money on deposit in Postal Savings Bank on May 1, 1917	809,788.00
Money on deposit in Postal Savings Bank on May 1, 1916	365,070.00
Money on deposit in Postal Savings Bank on May 1, 1915	156,932.00
Money orders issued June 30, 1916, to June 30, 1917—	
Domestic issued, 202,652; amount	2,092,081.38
Fees	14,398.91
International issued, 16,473; amount.....	265,891.65
Fees	3,202.20
Money orders paid June 30, 1916, to June 30, 1917—	
Domestic paid, 77,030; amount.....	1,419,226.25
International paid, 970; amount	22,703.05
Estimated number of letters dispatched year ended March 31, 1916	32,595,000
Estimated number of letters dispatched year ended March 31, 1917	33,115,000

On November 7, 1913, Lambert Lockwood advertised in the Bridgeport newspapers that he "has set apart an assortment of books to the amount of one hundred or two hundred dollars as a circulating library, consisting of divinity, history, voyages and travels of the most interesting; novels, tales and romances of the latest and most celebrated, as per catalogue to be seen at my store, where a subscription is opened for persons wishing to subscribe for six or twelve months. The library will be constantly increasing (if encouraged), and particular attention paid to add new publications." This was probably the first circulating library in Bridgeport.

However, at the seventh annual banquet of the Bridgeport Board of Trade, held at the Atlantic Hotel, Tuesday evening, February 28, 1882, John D. Candee, editor of the Standard, spoke of the library as follows: "Deeming the final establishment of our free public library as among the most important events in the history of Bridgeport during the past year, I cheerfully speak of it. The first public library was started in Bridgeport sixty-two years ago by Mr. S. M. Middlebrook, then a boy about eleven years old, who in 1820, by publishing several anonymous communications in the Farmer, caused the calling of a public meeting and the formation of a small library which was kept open for many years. Then there were formerly three secret societies in Yale College, each having a fine library. One of these was composed of southern students, who so mismanaged their funds that their library was at last sold to pay its debts, and the citizens of Bridgeport, by liberal subscription bought it for a public library. For more than twenty years this library struggled along with inadequate funds for its support and improvement, till, not long ago, it was compelled to close its doors. The Legislature having recently passed a law permitting the establishment of free public libraries, to be supported by a tax upon the poll list, Mr. Clarence Sterling, of this city, interested himself in obtaining the benefit of this enactment for Bridgeport, and by circulating petitions to the common council, he, more than anyone else, caused the movement which has resulted in giving us our present noble free library and reading room. About 1,500 new books have been added to the library, which brings it up to nearly 12,000 volumes, of which an average of about 350 are drawn daily. The spacious reading room, which is supplied with about \$550 worth of papers, magazines and periodicals of special nature, receives about 500 visitors a day.



THE STRATFIELD, BRIDGEPORT



Those who draw books are from every class in the community, old and young, and we deem it to be very useful, especially to the poor. Although it has been open only about two months, yet it has already taken so strong a hold upon the community that we can believe it will be liberally supported as long as the city exists." At that time the officers of the library were: David B. Lockwood, John D. Candee, Patrick Coughlin, William B. Hincks, William J. Hills, Charles Sherwood, Gustave Ohnesorg, directors; William D. Bishop, president; John D. Candee, vice president; Charles Sherwood, secretary; William B. Hincks, treasurer; Mrs. Agnes Hills, librarian. The present officers are: Henry A. Bishop, president; Jerome Orcutt, vice president; William T. Haviland, secretary and treasurer; Calhoun Latham, superintendent and librarian; Jerome Orcutt, Henry A. Bishop, Charles H. Armstrong, Waldo C. Bryant, William T. Haviland, Alfred B. Beers, William E. Burnham, Jacob B. Klein and J. Monson Tomlinson, library board. In the 1916 report of the library a total of 69,227 books are catalogued; there are about 9,000 active members of the library.

In January, 1883, by the demise of Mrs. Catherine A. Pettingill, the library trustees came into possession of the Burroughs Building on the southwest corner of Main and John streets. Mrs. Pettingill provided in her will for the use of this building as a library to be known as the Burroughs Public Library Building. After certain repairs were made upon the building and arrangements made for the proper housing of the library the building was opened to the public June 11, 1888. In 1901 extensive additions were made to the library building, the improvements being made to the extension along John Street.

POPULATION

Isaac Sherman estimated in 1860 that there were 110 persons residing in the territory embraced within the city in 1790; in 1800, 250 people; in 1810, 550; and in 1820, 840 persons. The first census taken of Bridgeport separate from Stratford was in 1810, Jeremiah W. Beardsley being the enumerator. He found that there were 94 heads of families in the borough, and the total population, including a negro slave in the family of Lieut. Salmon Hubbell, to be 572. In 1840 Henry Edwards compiled the census list and found 4,570 people in the city. In 1850 William R. Bunnell reported 7,558 inhabitants. The number of colored persons was 286 and of for-

eigners, 1,493, including 1,102 born in Ireland, 188 in England, 138 in Germany, and 65 in various other countries. By 1860 George W. Lewis found the population to be 13,299 and in 1870 there were 19,876 people residing in the city. By 1880 the population had increased to 29,153 and by 1886 to 39,000. From then until 1917 the figures are: 1890, 43,866; 1900, 70,996; 1910, 102,000; 1915, 115,000; 1916, 160,000; and 1917, 173,000, the latter estimate compiled from the military census.

In this connection the statistics of Bridgeport's male alien population in 1917 prove in an interesting manner the character of the foreign population.

Austrians	1,144	Italians	6,452
Americans	453	Irish	1,008
Arabians	25	Japanese	1
Africans	3	Lithuanians	401
Albanians	62	Mexicans	6
Australians	5	Macedonians	9
Belgians	24	Norwegians	82
Bohemians	73	Polish	1,739
Bulgarians	17	Portuguese	408
Brazilians	3	Persians	1
Canadians	409	Russians ..	5,062
Chinese	110	Roumanians	250
Cubans	16	Swedish	792
Danes	146	Slovaks	1,589
Egyptians	2	Serbs	131
English	1,216	Scotch	324
East Indians	1	Swiss	40
French	219	Syrians	136
Finns	57	Spaniards	460
Germans	384	Turks	58
Greeks	1,670	Welsh	10
Hungarians	4,227	West Indians	3
Hollanders	59		

Bridgeport's population comprises people from at least forty-five nations. The rapid growth of manufacturing has been the important factor in the unprecedented growth in population. The extensive manufactories, with their many opportunities and high pay, has brought men by the thousands into the city.

FIRES OF BRIDGEPORT

A history of Bridgeport would not be complete without some mention of the large fires which occurred here in the early days, some of them sweeping the entire business district, destroying the blocks of frame stores.

The *Republican Farmer*, printed in the borough by Stiles Nichols & Son, contained the following account of a fire, in its issue of February 8, 1815:

"Fire—on Sunday morning last, about 10 o'clock, the new block of buildings in this borough was discovered to be on fire. Its progress seemed to threaten for a considerable time the destruction of the whole block together with all the buildings near it, but the spirited exertions of the inhabitants, favored by a full tide, the calmness of the morning and the engine extinguished it. The cause of the fire, it is said, was the putting of ashes into a wooden dish the preceding evening and leaving them in the shop of Messrs. Kirtland & Wordin, merchant tailors, who were the principal sufferers—estimated about two thousand dollars. During the rage of the fire an explosion took place by a small quantity of powder taking fire which burnt a few people near it, but we are happy to say without material injury. Some considerable damage was done in the apothecary store of Thomas C. Wordin.

"We hope this will prove a caution against the like proceedings both in this and other places. To take up ashes in a wooden vessel is too common for each individual's safety. Let those who may doubt it try the following experiment. Take two or three bushels of cold ashes, put them in a large wooden box, rake them open and put in a peck of hot walnut ashes and embers and the probability is that the whole will burn over again especially if often repeated."

The block burned was the wooden block on the north side of State Street at the corner of Main.

In March, 1828, a fire broke out in a cooper shop occupied by Ashbel Olmstead, which was consumed with its contents, together with six stores and dwellings on Bank and States streets, entailing a loss of about six thousand dollars.

On the night of November 21, 1833, Bridgeport was again visited by a large fire. It originated in the cabinet maker's shop of Parrott & Hubbell on Main Street, south of Wall Street, and before the flames could be controlled the cabinet shop, a store and eight dwellings were destroyed, at a loss of \$12,000, on which there was about

two thousand five hundred dollars insurance. Mr. Franklin Sherwood writes of this fire: "The loss appears small when we consider the number of buildings destroyed, but labor and materials were cheap and the buildings, although substantial, were plain and devoid of expensive ornamentation. Between Main and Middle streets on the north side there were but two dwellings, and on the south side the same number. The store destroyed was probably in one of these. On the southeast corner of Main and Wall streets was the house of widow Miriam Hubbell, and just south of it but north of the foot of John Street was another dwelling house. On the west side of Main Street, from the head of Wall Street to John Street, were three dwelling houses, two of which were double houses. It is probable that these, with those on the south side of Wall Street, were the ones destroyed. If the fire department saved any building it was probably that of Isaac Burroughs, which stood on the site of the Burroughs Free Library Building."

On Thursday morning, December 12, 1845, Bridgeport experienced a fire, which, in extent of territory burned and comparative loss, has never been equaled during the life of the city. The burned district included the whole major portion of the business district. Forty-nine buildings were ravaged by the flames and fully forty families made homeless and, many of them, penniless. The property loss was estimated at \$150,000, with \$80,000 insurance.

In the square bounded by Main, Bank, Water and State streets there were sixteen wooden buildings, three of them fronting on Bank Street, four on Water and nine on State Street. On the south corner of Bank and Water streets Legrand and Lorenzo B. Sterling occupied a store owned by Sylvanus Sterling, where they carried on a stove and house furnishing business. The upper part of the structure was used as a home by two families. Adjoining the Sterlings on Water Street was the grocery store of O. & W. Sherman, and the next south was the grocery of George A. Wells, and at the corner of State, Henry Hall also kept a grocery store. Immediately in the rear of the stores of the Sterlings and Shermans was a large building occupied by George A. Wells as a boarding house, with an oyster saloon on the ground floor.

About 1.30 on the morning of December 12th this last mentioned building was discovered to be on fire. The weather was very cold and a wind was blowing from the north and northwest. The fire had gained rapid headway and the families living therein had very little time to make their escape, one of Wells' little daughters being

rescued by a neighbor at great risk. The alarm was raised immediately and soon the whole population was dressed and on the scene. Fire apparatus was brought from the corner of Water and Gilbert, from Court Street and from Main Street near High. Everyone helped with the engines, but unfortunately the only supply of water available was the harbor. Here the tide was low and the suction hose would not reach to the water surface. Consequently, the people had to direct their energies to saving goods and household effects and permit the fire to burn unchecked until the tide came in.

The Sterling store soon caught fire, also the one at the west on Bank Street, occupied by Alexander Gordon and others as a dwelling. On the north side of Bank west of the building on the corner of Water were two stores owned by Charles B. Hubbell. The only building on that side of the street between these two stores and Main Street was the Hubbell residence. The intervening space protected this building.

The west store on the north side of Bank Street was occupied by Philip Conrad as a meat market and dwelling, and the next store east was used as the carpet room by the firm of Hubbell & Thompson, whose main store was on Water Street, the third north from the corner of Bank. The corner store on Bank and Water was taken by Olmstead & Keeler as a dry goods store and the adjoining one by Lockwood & Zane as a hardware and stove store. From these stores the firemen and citizens worked energetically to remove the stock before it was reached by the blaze.

The west store on the south side of Bank Street was the cabinet shop of F. Lockwood. This building extended toward State Street, where there was a row of eight small buildings. The fire quickly spread to these, the west one of which was occupied by Samuel Hodge as a stove store and adjoined the dooryard of the residence of William Peet, father-in-law of Mayor Harral. Extra efforts were centered on this building, as it was considered the pivot of the fire. This one caught, there was no way to prevent the fire reaching Main Street. The east side of it and the roof were covered with carpets, which were kept wet by water thrown from buckets. The effort was made successful and the fire prevented from reaching Main.

Adjoining Henry Hall's grocery west on State was the oyster saloon owned by William A. Whiting, and the next five were owned by Benjamin Wheeler, all having shops on the lower floor and dwellings on the upper. The building between these and the Lockwood show room was occupied by George G. Wheeler's grocery and billiard

room. On the west side of Water Street next north of the dry goods store of Hubbell & Thompson was the clothing store of G. Forbes and adjoining this the drug store of Joseph Thompson. Rodney Curtis had the next one as a shoe store, and then came the grocery of John H. Whiting. Between this and the brick store of the Hatches was the shoe store of Schuyler Seeley. This building being of small value was torn down by the firemen to prevent the fire from going farther north.

On the south side of State Street at the corner of Water Street was the grocery of Edmund Thompson. In the building next west was stored 500 bushels of grain owned by Ryan & Thorpe of Weston, the upper part used as a dwelling. Next came a tailor shop, then two dwellings, then a "rookery" owned by Benjamin Wheeler and tenanted by colored families. On the west side of Water Street below State were two dwellings standing several feet above the highway, which were reached from Water Street by steps and had a rear entrance from State by an alley. The north one was occupied by a man named Palmer as a boarding house and the other was the temperance hotel kept by A. A. McNeil. Here the fire stopped as there was nothing more to burn within reach.

The heaviest loss of the fire occurred on the east side of Water Street, where fifteen buildings were consumed. These buildings extended from midway between Bank and Wall streets to midway between State and Union streets. They were all wooden buildings standing on the water front, most of them being erected on piles. The northerly store was occupied by Lockwood & Zane as a stove depot, and the adjoining one south by Sherwood Sterling as an iron and cordage store. The next was the hide and leather store of Morris & Marvin, and then came the wholesale grocery store of Niles, Thorp & Company. This store stood at the foot of Bank Street. Edwards & Whiting occupied the next store as a fish market. South of this was the wholesale grocery of Charles DeForest, the upper part of which was a stove depot owned by L. and L. B. Sterling. The next was the flour and fish store of Henry Burroughs, adjoining which was the wholesale grocery of Morford, Northrop & Company. The south side of this building stood on a line with the north side of State Street. Mathew Curtis' paint store was at the foot of State Street, on the north half of the old "public slip," and the next was occupied by T. Ransom & Company with a wholesale grocery. Hall & Burroughs held the next south, also in the whole-

sale grocery business. The remaining buildings were used for storage purposes.

The brig Gorham, which was lying at one of the piers, was constantly in danger, but was fortunately saved by the exertions of the firemen and sailors together. In the store the larger part of the goods was removed in time, but some of it which was stored on the wharves was destroyed by the fire. The flames raged until about 4 o'clock in the morning before they were checked. The firemen experienced great difficulty in combating the fire, due in no small part to the bitter cold which caused the water to freeze in the hose, once the tide rose enough to be of service.

A meeting of the citizens on Saturday evening, December 13th, was held and a committee consisting of Alexander Hamilton, Edwin Porter, Isaac M. Conklin, Daniel Thatcher, V. D. Ellsworth, Ira B. Wheeler, Joseph Cook and Eliakim Hough was appointed to investigate the condition of the poor who suffered from the fire. The ladies of Bridgeport also held a meeting in the afternoon of the same day and the Bridgeport Brass Band gave a concert at the city hall on the evening of the 17th. About fifty dollars was raised at the concert for the relief of the destitute.

Previous to the fire the principal retail trade had been carried on in Water Street. Main Street, between Wall and State, had commenced to gain as a business center, but could not be compared to Water and State streets. The fire of 1833 which had removed old landmarks in the vicinity of Wall and Main had opened the path for new and better stores, which James Robinson, Daniel Sterling and others erected. However, they drew very little trade from the "shore" at Water Street. The fire of 1845, however, changed matters entirely. All the Water Street merchants, particularly in dry goods, were compelled to remove to Main Street, with the result that they never returned to their old haunts along the water front. Since then Main Street has been the leading retail district.

An interesting intimate account of the fire of 1845 is given by George A. Sanford, who was then an apprentice with Jacob Mott, carriage maker. The Standard's History of Bridgeport (1897) has the following in regard to Sanford's account:

"He occupied a room in the rear of the house, from which he could plainly see the oyster saloon on Bank Street, kept by George A. Wells, in which the fire started. Mr. Sanford states that his landlady, Mrs. Middlebrook, called to him about one o'clock on the night of December 12th, saying: 'George Wells is all afire.'

"Mr. Sanford dressed immediately and was one of the first to reach the fire. It had started in a lot of shavings in the cellar, kept to use in roasting oysters, and it quickly burst through the floor and enveloped the structure. 'Then,' says Mr. Sanford, 'everyone thought the fire must run into Main Street. I went back to the house, packed my things and then went across the street to the Sterling House stables, and had my horse harnessed ready to move if the fire spread into Main Street. Many others were making similar preparations.

"I went back to the fire and worked a spell on an engine as volunteer. William Hall came to me and asked me to open his grocery store, near Thomas Hawley & Co.'s store, and to give to all crackers and cheese and cigars. He could not do this as he belonged to one of the engine companies. I did so and there were a large number of boilers of coffee brought in by the ladies. One or two other stores were opened in like manner. There were three or four hand engines in town, but all the buildings were of wood so that the fire spread rapidly. The tide was out, and the pipes from the engines kept filling with mud as they took water from the river. The fire ran into Water Street and soon spread on both sides of the street. It was finally stopped from going north on the west side by pulling down a small wooden building just below Thomas Hawley & Co.'s. It ran down both sides of Water Street below State, burning what was called "the Old Flat Iron," corner of Water and State streets, that had been an eyesore to Bridgeport people for a long time. It was owned by a man named Wheeler and how the boys did cheer when they saw it in flames. It was thought at one time that the whole business part of the city was doomed, but the fire was gotten under control finally. A West India brig had come in a few days before, loaded with salt and molasses and had unloaded at the stores on the dock. They were all burned and the molasses ran into the street and all over the dock where the brig was lying, and she took fire several times, it being low tide, before she could be floated across the river.' "

GLOVER SANFORD & SONS FIRE

Near midnight of June 7, 1877, occurred the most destructive and sanguinary fire ever experienced in the City of Bridgeport. On this night the Glover Sanford & Sons hat factory was consumed by flames, causing a property loss of \$250,000 and the death of eleven men.

The factory was located on the south side of Crescent Avenue, about two hundred feet from Pembroke Lake. The factory was built originally by the Williams Silk Company in 1864. The Sanfords, C. H., H. B. and E. G., took over the plant in 1869 for the manufacture of hats and immediately began extensive improvements. The main building was of four stories, while about three other structures had been added. Two hundred and fifty men were employed.

Shortly after 11 o'clock on the night of June 7, 1877, the night-watchman, N. B. Burfee, had just completed his customary round of the main building and had retired to the office to read. The night-watch at the U. M. C. factory across the street, named Beibel, noticed a blaze in the third story of the Sanford plant and immediately hurried over to find Durfee and give the alarm. Two policemen saw the blaze about the same time and also rushed to the alarm box. Three engine companies, Nos. 1, 2 and 5, responded to the call, but upon arriving at the scene discovered a serious lack of water. The hydrants were useless. One company lowered a suction-basket in the pond at the rear and another drew water from the lake. In this way, after a delay of many minutes, several streams were brought to bear upon the fire, although the flames had by this time gained sufficient headway to make the firemen's efforts futile. In short, everything was consumed. The U. M. C. was in constant danger and only by the use of their own steam pump and the flooding of the roofs with water was the plant saved from ignition.

The death of the eleven men occurred in the office room at the side of the main building. This was a separate small structure. Here fifteen or twenty men had gone to remove the safe and its contents. While engaged in this work the crowd on the outside saw that the end wall of the main building was about to fall toward the office and cried out a warning to the men inside. A concerted rush was made for the exit, but eleven were too late. The wall crashed down, demolishing the office completely and leaving nothing but a steaming pile of bricks and debris. For a time there were believed to have been no casualties, but when the fact became known that some of the men had not escaped, workers began digging into the ruins which were cooled by streams of water. After four blackened and mutilated bodies had been recovered the work began in earnest and by 9 o'clock the next morning eleven victims had been found. Those who were killed here follow:

Oscar J. Acker, aged forty-five, with wife and two daughters.

George W. Acker, aged nineteen, son of the above.

Edward O'Toole, aged thirty-five, wife and two children.
Hugh Smith, aged twenty-eight, wife and two children.
John Gallagher, aged thirty-two, wife and three children.
John Mallony, aged twenty-eight, of New Britain.
Charles F. Dart, aged thirty-three, wife and four children.
James Coyne, aged nineteen.
George McIntyre, aged twenty-one, wife.
John Killenbeck, aged twenty-five, wife.
J. H. Tomlinson, aged twenty-one.

The tragedy assumed double proportions when it became known that almost all of the men killed had families. Their bodies were found in various stages of mutilation, although only one, that of Gallagher, was burned to any extent. The remainder had been crushed by the falling wall. As mentioned before, the Sanford Company suffered a property loss of \$250,000, of which about one hundred thousand dollars' worth was covered by insurance. The plant was rebuilt during the same year.

TEMPERANCE

Although temperance work has never been highly successful in Bridgeport it has been constant since the early days. In January, 1840, the city authorities held a meeting "for the purpose of granting liberty to any person to sell wines and spirituous liquors within said town, under such regulations as the town may adopt." This was the first mention of temperance legislation on the town records. Any person who secured the proper license was allowed to sell intoxicating liquors.

However, on January 31, 1842, at a special meeting a motion was made and carried "that the town grant no license for the sale of spirituous liquors or wines for the ensuing year." This was the direct result of the strong temperance movement in Bridgeport at that time. The "wet" interests were very much in the minority. For the next three years nothing more of official character was done in regard to the question, but it is known that, notwithstanding the law, liquor was sold in the town openly.

At the beginning of the year 1846 the following were licensed to sell liquors: "Monson Hinman and Eliud Fairchild, as innkeepers or taverners; Daniel H. Sterling & Company, Munson Hawley, Hall & Burroughs, Holcomb & Chatfield, and Peter M. Thorp, as whole-

salers; Thomas Lord, Henry Blakeman, Nathaniel S. Wordin, Joseph Thompson and William J. Shelton, as druggists." Hinman and Fairchild were proprietors of public taverns. The retail grocers were not, according to the records, granted licenses, but it is an established fact that the grocery store of that time without a bar attached would soon have suffered bankruptcy.

At a special town meeting held August 5, 1854, called in the city court room, corner of Main and Wall streets, "for the purpose of directing the selectmen in regard to the amount of moneys they shall appropriate from the treasury of the town for the purchase of spirituous liquors to be sold by the agents appointed by the selectmen to sell such spirituous liquors agreeable to an act for the suppression of intemperance passed by the last Legislature of the state," Noah Plumb was chosen moderator. Bridgeport was not that time a prohibition town, although the proposition that the town enter the liquor business through its agents and thus derive the profits did not meet the approval of the meeting. The record further states:

"After reading the warning, motion was made to adjourn to the new courthouse, which motion was amended to adjourn without date. Amid much confusion the chairman attempted to take the vote on the original motion, and declared the meeting adjourned without calling the noes. This proving unsatisfactory to the meeting the chairman came back to the chair and called for the noes, and then called for the vote on the amendment, and without deciding the vote declared the meeting adjourned to the new courthouse to determine the question on the amendment. The question on the amendment was then negatived. And at the new courthouse, without further proceedings, the following resolutions were passed:

"Resolved, That the selectmen of this town be directed not to appropriate any funds from the treasury of the town for the purchase of spirituous liquors under the provisions of an act passed by the last General Assembly of this state, entitled an act for the suppression of intemperance.

"Resolved, That said selectmen are hereby instructed to withdraw all monies appropriated by them to the town agents for the purchase of liquors under the provisions of said act, and return the same to the treasury of the town forthwith."

Notwithstanding the stringent character of this law, it became a dead issue in a very short time. Public opinion was decidedly against the enforcement of such a ruling. Liquor was at first sold secretly, but soon clubs were formed, where liquors were purchased

in quantity and the members helped themselves at retail, depositing the price with the club treasurer as "dues." Soon this subterfuge became unnecessary, and again liquor became a free agent, and has continued so until the present time. A prophecy as to whether or not Bridgeport will ever be placed in the list of prohibition cities would be idle, but in view of the growing tendency over the United States to cast out the harmful effects of liquor, Bridgeport may in future years follow the example of the large cities on the Pacific coast.

The prohibition, or temperance societies, in Bridgeport now are: Living Spring Division, No. 52 S. of T.; L. T. No. 11, Bernadotte, T. of T.; North Star International Order of Good Templars; St. Joseph's T. B. and L. Association; St. Patrick's Young Men's T. A. and B. Society; and the Women's Christian Temperance Union.

CHAPTER XVI

ECCLESIASTICAL HISTORY

BAPTIST

The Stratfield Baptist Church was first established in 1751 under the leadership of Capt. John Sherwood. It was the outcome of the "new light" movement of 1740-1. Rev. Samuel Cooke of the Stratfield parish was an advocate of the new thought at that time, although several of his charge did not agree with him and withdrew from the church. The second pastor, Rev. Lyman Hall, discarded the new light belief. This led to two distinct factions in the church. Rev. Joshua Moss, a convert of Whitefield, and John Sherwood were the moving forces in forming the society at the latter's home in October, 1751. After the services the following were baptized by Elder Moss and the Lord's Supper was administered: Zechariah Mead, Nathaniel Seeley, Elihu Marsh, John Sherwood, Ebenezer Sanford and Samuel Beardsley. This constituted the organization of the church. Captain Sherwood was the first resident pastor of this organization. This church was located about three miles northwest of the present Bridgeport center. Two meeting houses were maintained, known as the Stratfield and the North.

In 1830 the St. John's Episcopal Society offered their church on the corner of State and Broad streets for sale. Rev. James H. Linsley was then pastor of the Stratfield Baptist Church and he collected sufficient funds to purchase the property. The sum of \$3,650 was paid.

The first Baptist society was organized July 24, 1837, and was composed of six members, namely: Benjamin Wakeman, Raymond Whitney, Roswell Whitney, Bennett Whitney and two others not known. The church was constituted September 20, 1837, with thirty-nine members, eleven of whom were males and twenty-eight females. Rev. Joseph Eaton was the first regular pastor in 1838 and under him the membership increased to 136. Succeeding him the follow-

ing have served as pastors of the First Baptist Church: Revs. Daniel Harwington, William Smith, William Reid, J. L. Hodge, A. McGregor Hopper, M. H. Pogson, W. V. Garner, C. C. Luther, G. W. Nicholson, and John Richard Brown.

Under Rev. J. L. Hodge a new church was constructed. In 1892 this structure was sold and a new location purchased at the corner of Washington and West avenues, where a stone church was erected and dedicated October 28, 1894. Rev. Dr. Samuel F. Smith, author of "America" participated in the ceremony. This church was incorporated in 1908.

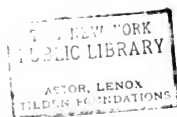
The Second Baptist Church, located at the corner of Kossuth and Arctic streets, was organized in 1874, and incorporated in 1909. In the '50s a Second Church had been formed from the original church and much ill feeling caused. Rev. A. McGregor Hopper came to the pastorate in 1861 and succeeded in reuniting the churches. In 1874, however, an organization was effected by forty-seven members from the First Church. Rev. C. W. Ray was the first pastor and he has been followed by Revs. W. M. Ingersoll, H. W. Pinkham, George D. Reid, Elmer E. Loux, F. V. Atkinson and C. Frank Rideout.

The Immanuel Baptist Church was organized in 1888. The pastors since 1889 have been L. O. Brooks, W. F. Bronson, Charles L. Chamberlain, C. F. W. Ahrens and A. C. Thompson. The Messiah Baptist Church was also organized in the year 1888 and is located on Arch Street. The pastor of this society now is Rev. William N. Norton. The First Swedish Baptist Church, with a building at the corner of Seeley and Lewis streets, was organized in the year 1882. Among the pastors of this society have been Revs. T. Clafford, Theodore Grandin, J. O. Hammarberg and Herman Litorin. The Swedish Baptist Bethel Church, 291 Bunnell Street, was organized in January, 1907. The pastors have been Revs. J. O. Hammarberg, Wilhelm Kohler and David Anderson. Other Baptist churches of Bridgeport are: the Memorial Baptist Church, of which Revs. George C. Sauer, Alfred H. Boutwell, Walter T. Aiken and H. Douglas Pierce have been pastors; the Calvary Baptist Church, Rev. William B. Oakley; the German Baptist Church, among whose pastors have been Revs. C. A. Gruhn, C. Schenck, William Ritzmann, George Knobloch and J. A. Baier; the Swedish Baptist Chapel at 690 Brewster and the Italian Baptist Mission, corner of Burroughs and Kossuth streets.

The name of Baptists was first given in 1644 to certain congr-



THE OLD BAPTIST CHURCH, STRATFIELD



gations of English Separatists, who had just restored the practice of immersion. Many of the early colonists of America held Baptist views. The first church was established at Providence, R. I., in March, 1639, by Roger Williams, a former minister of the Church of England, but a Puritan.

CONGREGATIONAL CHURCH

Congregationalism designates "a system of church organization or government, democratic in form, and rightly claimed by a great family of religious bodies, of which that popularly called Congregational is only one." This includes the polity of the Baptists, River and Plymouth Brethren, Christians, Disciples of Christ, Unitarians, Hebrew Synagogues, Adventists and American Lutherans. The term has other applications covering a wide area. Congregationalism, as we now know it, has its origin in discussions subsequent to the English Reformation. The earliest advocates formed the radical side of the English Puritan Protestants. It is said that notwithstanding the fact that a church Congregational in organization existed in London in 1567, Congregationalism itself was first in the writings of Robert Browne, of Cambridge. He organized a Congregational Church in Norwich in 1580-1. He was compelled to seek safety in Holland, whence he issued tracts advising a separation from the Church of England. This gave the name of Separatists to the early members of this denomination. In 1587 preaching was conducted by Henry Barrowe, an attorney of London, and John Greenwood, another Cambridge man. They had gathered a large following by their eloquence and consequently came under the eye of the Government. The organization of a Congregational Church in London in 1592 was closely followed by the hanging of Barrowe, Greenwood and John Penry. Most of the members were exiled to Amsterdam, Holland, where they were led by Francis Johnson and Henry Ainsworth. At Scrooby and Gainesborough in England other churches modeled after the Congregational were founded; both eventually sought refuge in Holland. The former church with Pastor Robinson and Elder Brewster went to Leyden in 1609, thence a small part emigrated to New England in 1620, founding Plymouth in December of that year. Here they lived and struggled under Brewster, William Bradford, Edward Winslow and Miles Standish. More came in 1628, having been driven out of England by Charles I. They united with the former party in 1629 and after-

ward Massachusetts became very strongly Congregational. By 1645 there were 53 churches; in 1816 there were 1,020 churches and about 100,000 members. In 1905 there were 5,931 churches and 700,000 members.

The present United Congregational Church of Bridgeport, at the corner of Gilbert and Broad streets, is the result of the union of the First Church and the Second, or South, Church, in the year 1916. The First Church was organized in 1695 and the Second Church in 1830.

The early history of the First Congregational Church which was originally the Stratfield Church, has been given in a previous chapter, as the connection of church and state was very close. The pastors who served at Stratfield were Revs. Samuel Cooke, Lyman Hall, Robert Ross and Elijah Waterman; it was during the latter's pastorate that the change to Bridgeport Borough was made. On June 11, 1804, the Stratford Society voted to hold their meetings half of the time in Bridgeport. Again, on June 20, 1808, in the new meeting house at Bridgeport, it was voted to hold public worship there two-thirds of the time and during the same year the change was made complete. A list of the pew-holders on the old church at this time gives the following: Josiah Lacey, John P. Austin, William DeForest, Lambert Lockwood, Lewis Sturges, Silas Sherman, Ezra Gregory, Thomas Woodward, Simon Backus, Benjamin Wheeler, Stephen Burroughs, Jr., Wilson Hawley, Samuel Hawley, Jr., Elijah Burr, Stephen Hull, Abijah Morehouse, William Benedict, Mary Sherman, Salmon Hubbell, Robert Southward, David Sterling, Thomas Gouge, Jesse Seeley, Henry May, Abijah Sherman, Samuel Wordin, Levi Silliman, Barzillai Benjamin, Anson Beardsley, Samuel Burr.

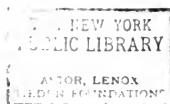
The pastors of the First Church after Waterman until the time of the union in 1916 were: Revs. Franklin Y. Vial, John Blatchford, John Woodbridge, John H. Hunter, Benjamin St. John Page, Joseph H. Towne, Matson Mier Smith, George Richards, Charles Ray Palmer, John DePeu, and Herbert D. Gallaudet.

As stated before, the first church building was constructed in Bridgeport during the pastorate of Rev. Elijah Waterman, 1804-25. During the incumbency of Reverend Page the second church edifice was erected and dedicated April 11, 1850.

The pew-holders in the First Church in the year 1835 were: Daniel Thatcher, Alanson Hamlin, Alexander Hubbell, Daniel Sterling, Hanford Lyon, Thomas C. Wordin, Samuel Niles,



THE FIRST CONGREGATIONAL CHURCH, FAIRFIELD



Charles B. Hubbell, James E. Beach, Sylvanus Sterling, David Sterling, Joel Thorp, Philo C. Wheeler, John M. Thompson, Daniel Fayerweather, Charles Hawley, Gideon Thompson, Benjamin Wheeler, Isaac Sherman, Nathaniel Wade, Legrand Sterling, Levi Wordin, Alanson Caswell, Coley E. Betts, James Betts, Daniel Curtis, Henry N. French, Gurdon Hawley, Abijah Beardsley, Wyllys Stillman, Alexander Black, Nathaniel Humiston, Cyrus Botsford, Titus C. Mather, Joseph Mott, Isaac M. Conklin, Capt. E. Wicks, David Wheeler, David V. Seeley, Joseph Knapp, George Wade, Ezra Gregory, Joseph P. Sturges, Nichols Beardsley, Lemuel Coleman, William R. Bunnell, Thomas Bartram, Ira Peck, Joseph C. Lewis, David Hubbell, III, Anson Hawly, David Sherwood, Robert Milne, Wheeler French, Jr., Judson Bray, Sturges and Smith, Isaac E. Beach, Stephen Nichols, George Kippen, Samuel Porter, Elijah C. Spinning, Samuel Wordin, Louisa Bartlett and Eleazer Edgerton.

The bi-centennial anniversary of the church was celebrated on June 12 and 13, 1895, during the pastorate of Rev. C. R. Palmer. Aside from the historical address of the minister the feature of the celebration was the roll call of the original members, answered in every instance by some descendant or representative.

The Second Congregational Church, or South Church, was organized January 28, 1830, "by 117 persons—thirty-nine men and seventy-eight women—who had been dismissed for the purpose from the Strafield (First Congregational) Church of this city; they being recognized as such the same day by a council of ministers convened to assist in its organization; and after entering into church covenant, William DeForest, Stephen Hawley and Josiah B. Baldwin were chosen deacons. Religious services were temporarily held in the high school house on State Street, while measures were at once taken for the erection of a house of worship. A lot on the corner of Broad and Gilbert streets was purchased and its first edifice, built of wood, was erected that year. The house was soon completed and on November 30, 1830, it was dedicated to the worship of God, at which time the church numbered 128 members. At a meeting of the church held August 28, 1830, the Rev. Nathaniel Hewit, D. D., was unanimously invited to become its pastor, which call was accepted and he was installed December 1, 1830, Doctor Woods of Andover preaching the sermon." For twenty-three years the Reverend Doctor Hewit remained with the society, in 1853 being

dismissed with seventy-eight members of the church, to organize a Presbyterian society, of which Doctor Hewit became the pastor.

Following Doctor Hewit as pastor of the South Church came Revs. Asahel L. Brooks, Benjamin L. Swan, Alexander R. Thompson, Francis Lobdell, E. P. Hammond, Daniel Lord, Edwin Johnson, R. G. S. McNeille, Frank Russell, William H. Sallmon, Henry H. Tweedy and Richard L. Swan. In 1860 the old church of this society was removed and a new building begun, which was dedicated in January, 1862, Reverend Storrs of Brooklyn preaching the dedicatory sermon.

The Park Street Congregational Church was organized January 15, 1868, with thirty-nine members, twenty-five of whom were dismissed for the purpose from the North Church. The first pastor was Rev. John G. Davenport, ordained July 1, 1868, and following him have been: Revs. George S. Thrall, Frederick E. Hopkins, H. C. Hovey, Edward Grier Fullerton, and the present pastor, Gerald H. Beard, Ph. D. Until the year 1871 the church services were held in Bethesda Mission Chapel on East Washington Avenue, but in that year the new church was built and dedicated October 17th. In 1885 extensive improvements were made on the building.

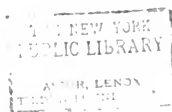
The Olivet Church, 2102 Main Street, was the outgrowth of a Sunday School Mission of the First Church at 114 North Washington Avenue, afterwards at Olivet Hall, corner of Grand Street. The Olivet Congregational Church was formally organized November 16, 1870, and had as its first pastor, Rev. DeForest B. Dodge. He has been succeeded by Revs. S. Hopkins Emory, Allen Clark, John S. Wilson, S. D. Gaylord, E. K. Holden, George R. Montgomery, Winthrop B. Greene, Morgan Millar and the present pastor, George Oliver Tambllyn. The church building of this society was erected during the pastorate of Rev. E. K. Holden.

The West End Congregational Church was at first a Sunday School of the Presbyterian Church in 1884 and in 1885 became a branch of the Sunday School of the First Congregational Church. It was organized as a church on February 15, 1887. The pastors have been: Revs. George F. Prentiss, Henry Ketcham, C. F. Stimson, Burt Leon York, Grant L. Shaeffer, O. D. Fisher, W. Irving Maurer, Walter L. Bennett and Edward C. Thompson. The church is located on Colorado Avenue between State Street and Fairfield Avenue.

The King's Highway Chapel was organized June 28, 1894, and is situated at the corner of Noble Avenue and Spring Street. Revs.



TRINITY EPISCOPAL CHURCH, SOUTHPORT



Wilson R. Stewart, Evan Evans and P. E. Mathias have been recent pastors of this church.

The Swedish Congregational Church, located at the corner of Laurel Avenue and Grove Street, was organized December 19, 1895. The pastors of this congregation have been: Revs. Oscar Lindegren, J. M. Henrikson, O. Olson, Isak Hoyem, Algath Ohlson and A. P. Engstrom.

The Italian Calvary Congregational Church was organized June 26, 1902, and is located in the Italian section of Bridgeport. The pastor from the beginning until the present time is Rev. Canio Cerreta.

EPISCOPAL CHURCH

The term Episcopacy denotes a system of church organization in which the principal authority is vested in a bishop. Since the time of the Reformation the church has preserved the Episcopal model, although not in communion with Rome. The Protestant Episcopal Church in America is descended from the Church of England and dates as a separate American church body since the year 1789, in which year a constitution was formally adopted. The church is an outgrowth of the Church of England and still adheres to the Church of England doctrine, discipline and worship. The church may be said to have grown out of the different parishes which existed in the colonies from the time of the first settlement until the War of the Revolution, all under the jurisdiction of the bishop of London. Scattered over the New England states these parishes were essentially different in form and practices, but were united later. In the State of Connecticut the church organization was the result of an inner movement. In 1722 Rev. Timothy Cutler, rector of Yale College, and Daniel Brown, his assistant instructor, together with the Revs. Samuel Johnson and Joseph Wetmore, left the Connecticut colony and were ordained in London. This gave rise to the Episcopal movement in the colony and as a result, at the close of the Revolution, Connecticut was the leader in Episcopalian matters in the country. The movement to constitute one Episcopal Church for the whole United States began May 11, 1784, at New Brunswick, N. J., and the first general convention was held at the Christ Church, Philadelphia, September 27, 1785. In the year 1914 there were sixty-seven dioceses in the United States and twenty-one missionary districts.

The people of Newfield, both Congregational and Episcopal,

attended services at Stratfield for about twenty-five years, but no sooner was the borough organized than efforts were made to bring these churches therein. The Episcopal Church was the first to construct a church building here. The first building erected as a house of worship for this church was in Stratfield in the summer of 1748, as indicated from the letters of Joseph Lamson, in the church documents of Connecticut, as follows: "I have formerly mentioned a church built at Stratfield, in which they are very urgent to have me officiate every third Sunday, because we have large congregations when I preach there. The people living in the town and westward are very much against it, because Mr. Caner used to keep steadily to the church in town, but then there was neither church nor congregation at Stratfield." Caner resigned his pastorate in Fairfield in 1747 and Reverend Lamson succeeded him. It is believed that the congregation was formed and the church built after Lamson took his position as pastor. It was called St. John's Church and stood on what later became Wood Avenue, Bridgeport.

In 1801 the St. John's Church, Rev. Philo Shelton, pastor, erected its second edifice on the southeast corner of State and Broad streets. In 1836 the third church was erected on the southeast corner of Broad and Cannon streets. When the fourth church was built during the incumbency of Rev. E. W. Maxoy, the old church was bought by a syndicate and converted into two public halls, for which it was used until 1889, when the site was purchased by the Government and the federal building erected thereon. The new church is located at the corner of Fairfield and Park avenues.

Following Reverend Shelton as pastor of the St. John's Church have been: Revs. Henry R. Judah, Gurdon S. Coit, Eaton W. Maxoy, Edgar A. Enos, J. S. Lindsley, W. H. Lewis and Stephen Fish Sherman.

Christ Church, on Courtland Street, between Fairfield Avenue and John Street, was organized as a parish August 16, 1850, and the following officers elected: Charles Bostwick, senior warden; Russell Tomlinson, junior warden; Charles B. Ferguson, Chauncey M. Hatch, Charles M. Booth, Samuel Stratton, Aaron T. Beardsley, Philip B. Segee, vestry; Henry Shelton, treasurer; and John S. Smith, clerk. The first rector of the Christ Church was Rev. J. Howard Smith, who was called November 7, 1850, and who stayed until 1854. During his pastorate the site of the church on Courtland Street was purchased and the corner stone of the edifice laid on Good Friday, April 9, 1852. This handsome brown stone church

was completed and dedicated the following year and was consecrated by Bishop Thomas Church Brownell on April 21st. The building cost about thirty-two thousand dollars. Following Reverend Smith in the pulpit of this church these rectors have served: Revs. William Preston, George E. Thrall, L. W. Bancroft, Henry M. Stewart, John Falkner-Blake (later John Blake Falkner), John J. Harrison, N. L. Briggs, H. N. Powers, Beverly E. Warner, Herbert D. Cone, John Brown, Ernest J. Crafts and John G. Sadtler. The chapel in the rear of the church was erected in 1867 for \$9,000.

St. Paul's Episcopal Church, of East Bridgeport, was organized at the home of Gen. William H. Noble, on Stratford Avenue, June 4, 1858, at which time Rev. Gurdon S. Coit, of St. John's Church, was chosen rector. Sunday school work was conducted at first in D. W. Thompson's coal office, near Center Bridge, and later over a store on Crescent Avenue. Rev. N. S. Richardson was the first rector of this parish, followed in order by Revs. M. Clark, James O. Drumm, Mildridge Walker, H. M. Sherman, Earl H. Kenyon and Benjamin F. Root. The corner stone of the church building on Kosuth Street, fronting Washington Park, was laid by Bishop Williams October 6, 1868, and the finished structure was dedicated July 29, 1869, and consecrated in 1880. The cost was about thirty thousand dollars.

The Trinity Church was an outgrowth of St. John's Episcopal Church and was organized June 1, 1863. The first services were held in a hall over the N. Y., N. H. & H. depot June 14, 1863. The corner stone of the church building was laid November 2, 1863, at the corner of Fairfield Avenue and Broad Street and was opened for worship July 3, 1864. The church was consecrated by Right Rev. John Williams, assistant bishop of Connecticut, on November 2, 1864. The first rector of the Trinity Church was Rev. Sylvester Clarke, followed by Revs. L. N. Booth, William Brewster Stoskopf, Charles L. Gomph and C. W. Areson.

The St. Luke's Church (Mission) was started August 1, 1873, and succeeded Coit Memorial Chapel which had been opened on Whit Sunday, May 19, 1872. St. Luke's was formally organized April 8, 1912. The rectors have been: Revs. Benjamin J. Davis, A. P. Chapman, John W. Gill, N. T. Pratt, Eaton W. Maxoy, E. L. Wells, J. C. France and W. H. Jepson. The church is located at the corner of Stratford Avenue and Sixth Street.

St. George's Episcopal Church, corner of Clinton and Beechwood avenues, was organized September 20, 1892, and was at first

known as St. John's West End Chapel. Prominent among the pastors of this church have been: Revs. G. A. Robson, H. B. Ziegler, F. R. Sanford, Ellis Bishop and Henry E. Kelley.

The Calvary Church, North Avenue and Wells streets, is in charge of Rev. George J. Sutherland at the present time.

METHODIST EPISCOPAL

The name of Methodism was given to the religious movement inaugurated in England by John Wesley. The name has subsequently been given to all the churches which have sprung from that movement, whatever nationality they may have been. Other churches, although not bearing the name of Methodism specifically, may be safely identified with that denomination. The church dates from the year 1739. The religion of the Methodists was introduced into Ireland in 1747 by the organization of a society in Dublin by Thomas Williams. English troopers carried the teachings to Jersey in 1779 or 1790, after which the mainland of France was invaded. C. G. Miller, a youth from Wurtemberg, went to London in 1805, was converted and in 1830 returned to South Germany, where he preached the doctrine of the church. In Italy the Methodists first took hold in 1852, when the French sent M. Rostan into the Piedmont Valley.

The first Methodist Society in the New World was formed from German refugees to Ireland, who had been expelled from the Palatinate by Louis XIV. Philip Embury and Barbara Heck were converted in Ireland and upon landing in New York in 1760 began preaching their faith. Thomas Webb, a captain in the army, also preached in New York and elsewhere about 1766. Robert Strawbridge, also a native of Erin, began the work in Maryland, assisted by Robert Williams, the apostle of Virginia. In 1769 Wesley sent Richard Broadman and Joseph Pilmoor, and two years later Francis Asbury and Richard Wright, to help the cause in America.

In 1773 the first conference was held, with ten ministers and 1,160 members. The Revolutionary war, coming at this juncture, brought an increase in numbers instead of disaster. At the end of hostilities there were eighty preachers and 15,000 members. Wesley endeavored to get a bishop in England to ordain one of his preachers in America. He was not successful, so concluded he had the necessary authority himself. Accordingly, on September 1, 1784, he ordained Whatcoat and Vasey as deacons, on the next day the elders, and Coke, superintendent. He instructed them to organize

the American societies into a church. This was done at the Christmas Conference in Lovely Lane Chapel, Baltimore, December 24, 1784, to January 2d following. Here Asbury was ordained deacon, elder and superintendent, the societies taking the name of the Methodist Episcopal Church. Since then the growth has been great. In 1914 there were 62,416 churches of all branches; 41,925 ministers and 7,328,829 communicants.

The Methodist Episcopal Church, South, began in 1844, when the church was divided into two branches. The question of how to abolish slavery divided the members into two factions. The north churches believed in the excommunication of the states which favored slavery and the south maintained that such action would destroy all the good work which the denomination had accomplished in America. The general conference in 1844 authorized the separation.

The Methodist Protestant Church was started in 1828 and organized under that title in 1830. It traces its origin back to the Evangelical Reformation begun by John and Charles Wesley. The separation from the mother church "grew out of the controversy for rights of the laity in the lawmaking councils of the church."

Methodist preaching occurred in the vicinity of Bridgeport very early. In 1784 William Black, a Nova Scotian, came to the United States, and during the course of his travels in New England preached in the Congregational Church at Stratfield. He made a good impression, but subsequent knowledge of some of his beliefs turned the people against him. His work, however, had its good features, for it stimulated the desire for religious organization and among those who assembled for worship were Mrs. Wells and Mrs. Wheeler, living at the south end of Park Avenue, then called Mutton Lane. On June 18, 1789, Jesse Lee, a pioneer of New England Methodism, preached in the courthouse at Fairfield to about forty people. He then came to the home of Mrs. Wheeler, where he called the neighbors together on the 19th and made several conversions. On July 3d Lee preached at the house of Elijah Hawley, in Stratfield, and thereafter preached at several different places in the community.

The start of the first Methodist class in this neighborhood, and one of the first of New England, was that organized by Reverend Lee September 26, 1789, in a house on Toilsome Hill, Fairfield. The three persons composing the class were Mrs. Wells, Miss Ruth Hall, her sister, and a Mrs. Risley. The first Methodist society in

Bridgeport met in 1802 in a wooden block standing on the corner of Main and State streets. In 1817 Bridgeport first appeared in the conference minutes, referring to the old Pequonnock Church. During the year 1816 the old Congregational meeting house at Pequonnock was purchased by the Methodists and for about six years public worship was held there.

In an historical record by Albert Nash, an early pastor, there is the following in regard to the church: "Before the church at Pequonnock was abandoned in 1821, a room was procured for holding Methodist meetings in the borough in what was then called the New Block, at the corner of Main and State streets, over the drug store. This place appears to have been procured mainly by the efforts of Nathaniel Ruggles, who had been converted a few years previous under the labors of Rev. Benoni English, at the Pequonnock Church. From my best information I conclude this hall was first occupied by our people in the winter of 1821-2, and that John N. Maffit then held a series of meetings in it.

"In the year 1822 measures were taken for the erection of our first house of worship in this city. The members of the society were first organized into an ecclesiastical body according to law, June 30, 1821, and the principal members are stated in the warrant to have been Nathaniel Ruggles, Burr Penfield, Agur Bassett, Richard Fuller and Stephen Durand. At the first meeting, held for the purpose of organization, Stiles Nichols, long and favorably known as editor of the Republican Farmer, acted as chairman; N. Ruggles was chosen clerk; and A. Bassett, John P. McEwen and R. Fuller were chosen as trustees.

"On the 11th of February, 1822, the meeting voted to proceed in the erection of a house of worship and N. Ruggles was entrusted with all the business necessary to be done in the matter. The site of the church was located at a meeting held May 13, 1823, and the house, though for some years remaining unfinished, was occupied the latter part of that year, Mr. Maffit preaching the first sermon in it. The trustees at the time of its erection were Charles H. Wakeley, J. P. McEwen, B. Penfield, Abram S. Smith and Elias A. Hall. The church stood on the site of the present one. It was 40 by 60 feet and its cost, with the lot, was about three thousand dollars. The house stood about twenty-six years, and in 1849 it was burned. Measures were immediately taken to erect the present church edifice, and while it was being built the society worshiped in Wordin's Hall, at the corner of State and Water streets. On the 14th of February,

1850, this house was dedicated—the Reverend Doctor Durbin and the Rev. Allen Steele preaching on the occasion. At its completion a debt of about nine thousand dollars remained, which was paid in 1860, Mr. Eben Fairchild generously giving half the sum upon the rest being raised by the others. The first Sunday school in connection with this society was organized during the conference year commencing in 1828.”

Early preachers of the Methodist Society were Revs. Jesse Lee, John Bloodgood, Nathaniel B. Mills, Aaron Hunt, Joshua Taylor, Smith Weeks, Aaron Hunt, James Coleman, Zebulon Kankey, Nicholas Sneathen Daniel Dennison, Timothy Dewey, Elijah Wobsley, Robert Leeds, David Buck, Augustus Jocelyn, William Thatcher, David Brown, S. Marvin, Isaac Candee, J. Coleman, James Campbell, N. W. Tompkins, P. Moriarty, Sylvester Foster, Nathan Felch, Oliver Sykes, J. M. Smith, Zalmon Lyon, Noble W. Thomas, Billy Hibbard, Nathan Emory, John Russell, S. Rowell, S. Beach, Henry Eames, E. Washburn, Reuben Harris, E. Woolsey, S. Bushnell, John Boyd, Cyrus Silliman, Laban Clark, Eli Barnett, William I. Pease, Humphrey Humphreys, Marvin Richardson, F. W. Sizer, Henry Stead, John Lovejoy, James H. Romer, H. Bartlett, Charles Sherman, S. Martindale, Laban C. Cheney, James Youngs, J. Tackerberry, Davis Stocking, Charles F. Pelton, Harmon D. Goslin, J. W. Lefevre. Pastors of the society have been: Daniel Smith, John M. Pease, Salmon C. Perry, John L. Gilder, James H. Perry, H. Bangs, George Brown, John B. Stratton, Edwin L. Janes, Thomas G. Osborn, Charles Fletcher, John M. Reid, William F. Collins, Albert Nash, John Miley, Ichabod Simmons, Frank Bottome, James M. Carroll, John Dickenson, S. H. Platt, Daniel O. Ferris, George A. Hubbell, Charles E. Harris, H. Q. Judd, W. W. Clark, Joseph Pullman, Harvey E. Burnes, William H. Kidd, F. B. Upham and George M. Brown, the present incumbent.

The Washington Park Methodist Episcopal Church was organized September 12, 1853, according to Orcutt, but other authorities place the date as May 27, 1854. The first church edifice was erected on the corner of Barnum and Noble and was completed and occupied in 1853 or 1854. In 1867 the structure was enlarged and improved in 1867. This structure was removed in 1883 and a brick church building erected. The cornerstone was laid May 23, 1883 and the building dedicated March 30, 1884. The pastors of this church have been: Revs. S. H. Smith, E. J. Searles, Charles S. Wing,

Thomas Stevenson, W. W. Bowdish, A. C. Eggleston, I. M. Foster, George L. Thompson, Saul O. Curtice, Ervin Thorp, N. G. Cheney, Frank D. Walker, James A. Macmillan, Charles E. Barto, and E. A. Burnes.

The Summerfield Methodist Episcopal Church, 1241 Barnum Avenue, was organized in April, 1872. Among the pastors have been: Revs. George A. Parkington, A. P. Chapman, L. W. Abbott, E. L. Bray, George Filmer, O. F. Bartholo, W. S. Manship, D. O. Ferris, Royal W. Raymond, E. C. Carpenter, George Van Alstyne, S. Danforth Lewis, Henry Blatz, Jr., A. Sturges Ball, G. H. L. Hammond, and J. P. Wagner. The present pastor is Rev. B. F. Kidder.

The Newfield Methodist Episcopal Church, located 1235 Stratford Avenue, was organized in the year 1872. Among the pastors of this society have been: Revs. R. S. Eldridge, F. M. Hallock, S. A. Sands, Samuel Gurney, Calvin B. Ford, Benjamin F. Saxon, D. D. Irvine, G. W. Simonson, and D. M. Lewis.

The Grace Methodist Episcopal Church, at the corner of Fairfield and Clinton Avenues, was established August 6, 1890. The first pastor was Rev. E. A. Noble, then came Revs. Addis Albro, M. O. Lepley, W. D. Beach, Horace W. Byrnes, John Emory Parks, John J. Snively, O. W. E. Cook and Ernest F. Weise.

The German Methodist Episcopal Church was organized in 1881. Among the pastors of this congregation have been: Revs. Johannes A. Schaauble, J. H. F. Boese, A. Steitz, John G. Lutz, R. G. Koenig, H. Schuckai, G. Wiegand, and A. Opitz.

The First Swedish Methodist Episcopal Church was organized November 13, 1883. Recent pastors of this church have been: Revs. John Em. Hillberg, Eric N. Hedeén, Hilmer Larson, N. J. Chilstrom, David Bjork and William E. Chellgren.

Trinity Methodist Episcopal Church, located North Avenue and Remer Street, is in charge of the Rev. Hubert C. Carter.

The North Main Street Methodist Episcopal Church, or the Tabernacle, was founded in July, 1873. In the following year a church building on North Main, at the foot of Frank Street, was opened, and Rev. A. B. Sanford was appointed pastor.

There are at present two colored Methodist Episcopal churches in the city—the A. M. E. Zion Church, organized in 1834, and the Bethel A. M. E. Church, organized 1835. Of the former church Rev. William W. Ely is the pastor and of the latter Rev. Ira Stanley Jacobs.



First Presbyterian
 Christ Episcopal
 St. Mary's Roman Catholic

First Baptist
 South Congregational
 St. John's Episcopal

CHURCHES OF BRIDGEPORT



In addition to the churches above mentioned there is maintained the Point Union Mission and Sunday School, in charge of Superintendent R. W. Parrott, at the corner of East Main and Nichols streets.

PRESBYTERIAN

The First Presbyterian Church of Bridgeport was constituted October 16, 1853, at which time eighty-two persons, previously receiving letters of dismissal from the Second Congregational Church, entered into covenant and connected themselves with the New York Presbytery. Rev. Nathaniel Hewit who also had been released from the Congregational Church, was the first pastor. In 1860 the church was transferred to the Presbytery of Connecticut and in 1870 to the Presbytery of Westchester. The following were the original ruling elders: Stephen Hawley, Thomas Hawley, John Brooks, Henry M. Hine and Stiles M. Middlebrook. The Myrtle Avenue Chapel was dedicated February 1, 1853 and a new church erected on the corner of Myrtle Avenue and West Liberty street was dedicated in August, 1855. The ground for the church site was donated to the society by Capt. John Brooks and Capt. Burr Knapp. Succeeding Reverend Hewit in the pulpit of the Presbyterian Church have been: Revs. H. G. Hinsdale, H. A. Davenport, G. F. Pentecost and the present incumbent, Rev. John McL. Richardson. Reverend Davenport served the church for almost thirty years. In 1874, during the pastorate of Reverend Hinsdale, the church building was destroyed by fire. The society immediately sold the old site and began the construction of a handsome stone church on the corner of Myrtle Avenue and State Street, with adjoining chapel, altogether costing about \$94,000. While the church was being constructed meetings were held in the opera house, corner of Main and State streets.

The People's Presbyterian Church, Laurel and Park avenues, is an outgrowth of the First Church, and was organized April 21, 1907. Rev. H. A. Davenport has been the pastor since the beginning.

CATHOLIC CHURCH

To trace the origin of the Catholic Church would be far too stupendous a task for a work of this scope. However, it may be said by way of introduction that the Roman Catholic Church would be "that portion of Christendom which acknowledges the Pope or Bishop of Rome as its head and which considers such adherence to

this definite and visible center of unity as absolutely essential to membership in its ranks."

The first account of Catholicism in America is that of the presence of priests in Greenland in the Tenth Century. The Diocese of Garder was established in 1112 A. D. The first authentic history opens with 1494, when twelve priests accompanied Columbus to the New World. They were subject to the Spanish See of Seville until 1512, when the first American Episcopal See of San Domingo was created. In 1522 a see was established at Santiago, Cuba, and in 1530 one in Mexico. From these latter named sees were evangelized the Indians of the northeastern and southwestern territories of the present United States. The Franciscans, Dominicans and Jesuits established missions through here at this time, also the French missionaries labored with the savages of the St. Lawrence River, Maine, northern New York and on the Mississippi River. In 1634 Jesuit fathers were established in the originally Roman Catholic colony of Maryland and after 1681 Roman Catholics were in conjunction with Penn and the Quakers in Pennsylvania. Until 1784 they were under the jurisdiction of the Vicar Apostolic of London and missionaries journeyed across the ocean to them.

The American Revolution brought a change for the better. The various disorders of the Old World resulted in a large immigration, the greater percent of which was Roman Catholic, which was in turn composed largely of Irishmen. In 1790 the See of Baltimore was created and John Carroll made the first bishop. There were then about 30,000 Catholics in the thirteen colonies. By 1820 this number had reached 250,000; in 1840 about 1,000,000; in 1870, 5,000,000; and now the Catholics in the United States number easily 16,000,000. The church in the United States is divided into provinces and dioceses. Each province is presided over by an archbishop and this forms an archdiocese; besides there are eighty-five separate dioceses, one vicariate and one prefecture apostolic (Alaska). The dioceses are divided into parishes and missions.

The first date when mass was celebrated in Bridgeport was 1830, when Father Fitton came regularly for two years, when Father McDermott was stationed at New Haven, and relieved him. Mass was first said in the house of Mr. Farrell, on Middle Street, there being about eighteen Catholic families then residing in the city. Soon afterwards, Rev. James Smith visited Bridgeport once each month. He constructed a brick church on the corner of Arch Street and Washington Avenue, known as St. James. The church was dedi-

cated July 24, 1843, the congregation then numbering about 300. The Rev. Michael Lynch was the first settled pastor of this church, receiving his appointment in November, 1843. He also had charge of the missions of Derby and Norwalk.

On September 2, 1852 Rev. Thomas J. Synott was appointed by Bishop O'Reilly and after his arrival he began the building of the church of St. Mary on Crescent Avenue, East Bridgeport, and finished it the following year. In the same year he began St. Thomas Church in Fairfield and finished it in 1854. The brick church on Washington Avenue having become too crowded, the foundation for the present St. Augustine Church was laid August 28, 1866 and the building completed was dedicated St. Patrick's Day, 1868, Rt. Rev. Bishop McFarland officiating. The convent school in connection with this parish was completed in 1881. Upon the death of Father Synott in 1884, after thirty-two years' service, Rev. Michael F. Kelly was appointed pastor, but died in 1888, whereupon Rev. D. J. Cremin succeeded. Following came Rev. Charles J. McElroy and now Rev. James B. Nihill is the pastor.

The St. Mary's Church of Bridgeport was begun as a mission of St. Augustine's and was the first. A frame building was used, located on the corner of Crescent Avenue and Church Street and was erected in 1854. The first missionaries here were Revs. M. O'Neil, P. Lamb and Dr. Wallace. The first regularly stationed pastor was Rev. Peter A. Smith, installed in April, 1857. Following him have been: Revs. John F. Rogers, William H. Lynch and John F. Murphy, the latter now the incumbent. Father Rogers began the church building, located at the corner of Pembroke and Steuben streets. The cornerstone was laid May 22, 1875 by the Very Rev. James Hughes, V. G., and dedicated by Bishop Galbery October 26, 1877. The old church was remodeled into a parochial school by the Sisters of Mercy.

The Church of the Sacred Heart of Jesus was set off from the St. Augustine parish in the year 1883. The cornerstone of the church building, 718 Myrtle Avenue, was laid in 1884 and the finished building was dedicated July 4, 1886. The church was erected by Rev. D. J. Cremin. Following Rev. J. C. O'Brien the pastors have been Revs. J. R. Sweeney and R. F. Moore.

St. Joseph's German Church was organized in 1874. The church building on Madison Avenue was begun in 1877 and completed in 1878, the Rev. Joseph Schaele then pastor. The present pastor of St. Joseph's Church is Rev. H. J. Dahme.

St. Patrick's Church was formed from St. Augustine's in May, 1889. Rev. James B. Nihill was the first pastor and was succeeded in recent years by Rev. John C. Lynch, the former taking the pastorate at St. Augustine's. On August 3, 1890 the cornerstone of St. Patrick's Church was laid by Rt. Rev. Bishop McMahon in the presence of about 4,000 people.

St. John's Nepomucene Slovak R. C. Church was organized April 21, 1891, and the church building is located at 316 Brooks Street. Revs. Joseph Kossalke, Major Desiderius and Andrew E. Komara have been pastors of this church, the latter at present active.

St. Joseph's Polish National Catholic Church, at 45 California Street, was organized in 1907. Rev. A. Z. Korona was the first pastor and the present is Rev. W. Blazowski.

St. Anthony's French R. C. Church, 96 Colorado Avenue, was established December 27, 1892. Rev. Ed. J. Phunkett is the pastor, having been preceded by Rev. J. L. Desaulniers.

St. Peter's Roman Catholic Church, at 521 Howard Avenue, was organized October 1, 1900. The pastor of this church since the beginning is Rev. Thomas J. Kelley.

The Holy Rosary Italian Catholic Church, 385 East Washington Avenue, became an organization on March 20, 1904. The first pastor was Rev. Gaetano Ceruti, followed by the present incumbent, Rev. Angelo De Toro.

Other Catholic churches in Bridgeport are: St. George Lithuanian, 443 Park Avenue, Rev. Matthew A. Pankovski; St. Michael's Archangel Polish R. C. Church, 310 Sterling Street, Alphonse M. Figlewski, pastor; St. Charles R. C. Church, 1255 East Main Street, Rev. Patrick J. McGivney; St. Cyril's Methodius Slovak R. C. Church, Crescent Avenue and Church Street, Rev. Gaspar Panik; St. Stephen's Hungarian R. C. Church, Spruce Street and Bostwick Avenue, Rev. Stephen F. Chernitzky; the convents are the St. Josephs, Sisters of Notre Dame, 45 Madison Avenue; St. Augustine's, Sisters of Mercy, Calhoun Place; Sts. Cyril and Methodius, 79 Church Street; and Sacred Heart Convent, 655 Park Avenue.

LUTHERAN

Lutheranism arose from the Reformation in Germany. The church is the mother of Protestantism. This was in the Sixteenth Century. The Lutheran Church and its various branches now have in the United States alone about 2,112,494 members. Rasmus Jen-

sen, a Lutheran pastor, came to America as chaplain of a Danish expedition in 1619, preaching at the winter quarters at Hudson Bay, where he died February 20, 1620. Dutch Lutherans settled on Manhattan Island in 1623, but had no regular minister until the coming of the English in 1664. In 1626 Gustavus Adolphus, King of Sweden, prepared to undertake the introduction of the gospel in America through colonization. Unfortunately he died in 1632, but his prime minister established colonies on the Delaware in 1638. A pastor, Reorus Torkillus, arrived in 1639 and was the first Lutheran pastor in the territory of the United States. He held services in Fort Christina and the first Lutheran Church in America was here. A block house was soon constructed. In 1643 there arrived Governor Printz and Rev. John Campanino, who built a church at Tinicum, nine miles southwest of Philadelphia. In 1684 the first English Lutheran services were held in Germantown and Philadelphia by Heinrich R. Koster.

The First German Evangelical Lutheran Zion Church, at Grand and Catherine streets, was organized in 1892. Among the pastors prominent in the work of this church have been: Revs. Henry Spannath, E. Fischer, F. P. Wilhelm, Otto F. T. Hanser, W. H. Steup and the present pastor, Herman Wehmeyer.

The First English Evangelical Lutheran Church, Laurel Avenue and Grove Street, became organized September 20, 1903. The pastors have been: Revs. H. H. Hartmann, Edgar R. Cooper.

St. Paul's German Evangelical Lutheran Church, 66 Harriett Street, was organized March 6, 1893. Revs. Max Y. V. Mueller, Ernest F. Hingkeldey and P. Clemen have occupied the pulpit since 1899.

The Swedish Evangelical Lutheran Salem Church, located at 1291 Park Avenue, was organized in the year 1887. Recent pastors of this society have been: Revs. Carl E. Cesander, Peter Froeberg, David J. Nordling and at present, A. J. Okerblom.

Our Saviour's Danish Evangelical Lutheran Church, on Beach Street, was organized September 27, 1893. Recent pastors have been: Revs. A. W. Anderson, A. J. Tarpgaard, Henry Plambeck, P. Yensen and Einar Winther, the latter at present occupying the pulpit.

Two Sunday Schools are maintained—the Black Rock Swedish Lutheran Sunday School and the East End Swedish Lutheran Sunday School.

BRIDGEPORT AND VICINITY

GERMAN REFORM CHURCH

The founders of the German Reformed Church came to America from the Rhine provinces in Germany and from the German cantons of Switzerland. The greater part of this immigration occurred between the years 1710 and 1770. These people established themselves in the states of New York, Pennsylvania, Maryland, Virginia, Carolina and Georgia. The first congregation was organized at Germantown, Virginia, in 1714, with Rev. John Henry Haeger as the pastor. Gradually most of the churches of this denomination became absorbed with other churches, the Presbyterians, Episcopalians and Lutherans. The Reformed Church, however, became denominational in Pennsylvania. The organizer and pastor of the three original churches was John Philip Boehn. Before 1740 there were twenty-four Reformed congregations in Pennsylvania and the leading ministers of the period were Boehn, Templeman, Weiss, Rieger and Goetschius. In 1747 the congregations united in a costus (synod) under Rev. Michael Schlatter, and were under the jurisdiction of the Holland synods. Thus the Reformed Church begun in America.

The German Reformed Church in Bridgeport was organized on October 1, 1860, the Rev. Andrew Schroeder being the first pastor. In 1868 the church was reorganized and Rev. Caspar Brunner took charge. In the same year the society bought the Polanna Chapel, on State Street, opposite Myrtle Avenue, which they occupied until 1883, when the property was sold, another site on Congress Street near Main bought, and a \$20,000 church building erected thereon. Following Reverend Brunner as pastor came Rev. Herman G. Wiemer, at present active.

The First Hungarian Reformed Church, 225 Pine Street, was organized November 24, 1894. Recent pastors have been Revs. Stephen P. Harsanyi, Alexander Ludman, Joseph Toth, and Sigismund Laky.

UNIVERSALIST

The Universalist Church, or Church of the Redeemer, was organized January 12, 1845. In March, 1850, on the 28th to be exact, the wooden structure which they used on Cannon Street was burned. Soon after preparations were made for rebuilding, resulting in the brownstone church edifice at 262 Fairfield Avenue, which was dedi-

cated in the latter part of the year 1851. This church claimed as one of its most active members the late P. T. Barnum, who was a trustee and also the giver of many substantial donations. Among the pastors of the Universalist Church in Bridgeport have been: Revs. Adin Ballou, Olympia Brown-Willis, John Lyon, L. B. Fisher, J. N. Emery, F. A. Dillingham and William W. Rose, the latter the incumbent in 1917.

SECOND ADVENTIST

The Advent Christian Church of Bridgeport was organized in November, 1849, with fourteen members. Meetings were at first held in Temperance Hall on Beach Street. The church is now located on the corner of Park Avenue and Putnam Street. Recent pastors have been: Revs. G. H. Wallace, I. M. Blanchard, I. F. Barnes, James A. Gardner.

The Church of God and Saints of Christ, Rev. James William, is located at 225 Charles Street; the Seventh Day Adventist Church, Rev. W. R. Uchtmann, is at 312 Wilnot Avenue.

JEWISH

The first Hebrew congregation in Bridgeport was the B'Nai Israel, which was organized September 19, 1859, the first minister being Rev. A. Jacobs and the place of worship 35 Wall Street. Meetings were also held at Freedman's Building, State Street, and in the Curtis Building, 483 Main Street. Rev. Gustav Gumpel was the second pastor.

The Adath Israel Synagogue, corner of East Washington Avenue and Kossuth Street, was organized in 1890 and incorporated two years later. Rev. William Wittenstein is the officiating rabbi. The Congregation Ahavas Achim was organized June 22, 1908 and the rabbi is Rev. Henry Einhorn. The Congregational Anshei Libawitz Nusach Hari was organized May 21, 1909. The Congregation Bikur Cholin, 69 Green Street, was organized October 18, 1907. The Congregation Rodolph Sholem, 36 Court Street, was organized in November, 1909. On August 4, 1917 occurred the dedication of the handsome new synagogue of the Congregation Agudas Achim at the corner of Grand Street and Madison Avenue, the ceremonies of which were participated in by Mayor Wilson of Bridgeport.

OTHER CHURCH SOCIETIES

In the City of Bridgeport there are two societies of the Hungarian Greek Catholic Church, namely: the Holy Trinity Church, on Bostwick Avenue, organized May 2, 1891, Rev. Joseph Kovaleski; and the Ruthenian Greek Catholic Church, 717 Arctic Street, organized March, 1906, Rev. Orestes P. Chornock.

There is one church of the Evangelical Association at the corner of Newfield and DeForest avenues. The Berean Church, 262 East Main Street, was organized in September, 1888, and is in charge of Rev. R. C. Steinhoff. The Church of Christ, Meeting House, at the corner of William and Vernon streets, is in charge of Elders Sylvester Pike and C. M. Abercrombie. The First Church of Christ, Scientist, is located at 871 Lafayette Street. The first reader of this church is Frederick A. Peitzsch and the second reader Jessie Kinsley.

CHAPTER XVII

ORGANIZATIONS

MASONIC FRATERNITY—GRAND ARMY OF THE REPUBLIC—INDEPENDENT ORDER OF ODD FELLOWS—KNIGHTS OF PYTHIAS—ELKS—OTHER FRATERNAL ORGANIZATIONS—Y. M. C. A.—CLUBS AND SOCIETIES

MASONIC FRATERNITY

Freemasonry is beyond question the oldest, strongest and most widely distributed of all the secret fraternal societies. Tradition carries the origin of the order back to the Pythagoreans, Essenes, Carinathites and other organizations of ancient times. No doubt certain features of the rituals of these ancient brotherhoods were incorporated into the ceremonies of the guilds of stonemasons and builders during the Middle Ages. That was the era of church and cathedral building and members of these guilds traveled over Europe under the patronage of the church. They were invested with certain privileges, hence the term "Free Masons." Toward the close of the church-building period, members of these guilds banded themselves into a society for friendly intercourse and mutual benefit, and it is practically established that this fraternal society is the mother of modern Freemasonry.

The order is said to have been introduced into England by Edwin Athelstan about 930 A. D. A few years later a convention of Masons at York adopted a code of laws which it is claimed is the basis of all later Masonic constitutions. In 1275 a convention of the traveling guilds was held at Strassburg, and a century later the members were divided into three classes—Apprentices, Craftsmen and Master Workmen. From England and Continental Europe the order found its way to Scotland, where the oldest known Masonic lodge in the world is now to be found, viz: Mother Kilwinning Lodge, which dates back to 1599.

Four lodges of English Masons sent delegates to a meeting in

London on June 24, 1717, at which time the English Grand Lodge was organized. At that time there was but one degree in the order, but in 1724 the English Grand Lodge adopted the classification of the guilds at the close of the Fourteenth Century and prepared a ritual including the degrees of Entered Apprentice, Fellow Craft and Master Mason, the three degrees which constitute the Blue Lodge of the present day.

One June 5, 1730, Daniel Coxe of Burlington, New Jersey, received a commission as "Provincial Grand Master of the Provinces of New York, New Jersey and Pennsylvania in America." The commission was issued by the Duke of Norfolk, then Grand Master of England. St. John's Lodge at Philadelphia was organized by Mr. Coxe in the fall of 1730 and was the first lodge in America. On April 30, 1733, Lord Viscount Montague, then Grand Master of England, commissioned Maj. Henry Price of Boston "Provincial Grand Master of New England," and before the close of that year Major Price organized a lodge at Boston. This was the first Masonic Lodge in New England organized under the authority of the English Grand Lodge.

St. John's Lodge, No. 3, Free and Accepted Masons, of Bridgeport, was founded under a charter dated February 12, 1762, the same having been issued by George Harrison, Grand Master of the province of New York, to Eleazer Hubbell of Stratfield. At this time there was not a grand lodge in Connecticut; in fact, there were only two local lodges, Hiram No. 1 of New Haven, instituted in 1750, and St. John's No. 2 of Middletown, instituted in 1754.

The first meeting of the St. John's lodge at Stratfield was held at the home of Capt. Samuel Wakeman, on what is now Park Avenue, a short distance south of State Street, on February 15, 1762. There were just five members present at this time, namely: Arnout Cannon, of New York, who acted as master pro tem; Joseph Knapp and Isaac Young, of Fairfield; Eleazer Hubbell, of Stratfield; and J. Anderson, a visiting member of the lodge who acted as secretary. This particular meeting was called for the purpose of initiating into the order David Wheeler and Wolcott Chauncey.

The first regular meeting was held at the house of Richard Hubbell, on the street later called Clinton Avenue, on February 24, 1762. On July 14th of the same year occurred the first election of officers and Eleazer Hubbell was chosen the first master.

Until December 8, 1762 the meetings of the lodge were held in Stratfield, but on that date the lodge was moved to the house of

Isaac Young in Fairfield. Two years later it was again moved, this time to the "Sign of the Anchor," presumably an inn at Fairfield.

In January, 1763, it was voted that the lodge should have a seal and parchment and that the secretary should assess the sum of three shillings for a certificate. Until 1780 the initiation fee was three pounds ten shillings, approximately \$17, then it was changed to three pounds in silver coins.

That the members of the lodge in the early days were not strangers to the sociability and good will of the "flowing bowl" is abundantly proved by various items in the official records. The lodge room was equipped with a spacious punch-bowl and the the steward had his orders "to provide necessaries for the lodge room, rum, sugar, pipes and tobacco." These appurtenances, or "refreshments" as they were officially designated, were considered indispensable to a successful meeting. Needless to say, this feature has passed with the years.

The two St. John's Days—June 24th and December 27th—were days when a celebration was held, the lodge members inviting their friends to hear a sermon by some member of the clergy. Rev. Andrew Elliot of Fairfield was a frequent speaker on these occasions, also Revs. Lamson, Baldwin, Shelton and Sayre. Some present or token of appreciation was usually presented to the obliging minister, such for instance, as a strip of calico to Reverend Elliot and a pair of silk gloves to Reverend Stebbins. Under date of February 25, 1793 the record states the following: "Voted unanimously, That Bros. Lacey and Cannon wait on the Rev. Philo Shelton and present him with the thanks of this lodge, as likewise one guinea, for his excellent discourse on St. John's Day, 27th December, 1792, at Newfield."

Some of the prominent members of the lodge at this time were Jonathan Bulkley, who served for seventeen years as master; Gen. Elijah Abel, sheriff of Fairfield County; Lieut. Isaac Jarvis and Capt. Samuel Smedley, who won honors in the Revolutionary war; and Dr. Francis Forgue, the leading doctor of the village. In connection with the latter a pathetic note appears in the records, when it was written "That Brother Abel be desired to wait on Brother Forgue and know whether it is his desire that prayers be desired for him at the Throne of Grace, under his present indisposition of body." A short time later Forgue died.

During the War of the Revolution long intervals occurred when no meetings were held, in fact until 1789 meetings were infrequent. In 1789 Josiah Lacey, Lambert Lockwood and Daniel Young in-

duced the removal of the order to the village of Newfield where they were engaged in business. Here the first meeting was held at the house of Daniel Young, on the southwest corner of Union and Water Streets, on June 24, 1789. Nine members and four visiting members were present. After the election of officers and delegates to the convention the members walked to the tavern of William Peet, "where they dined and drank in good harmony."

On January 27, 1790 it was decided to meet at the house of William Peet upon the north side of State Street and on December 14, 1791 another removal was made to Josiah Lacey's house, on the south side of State Street, between Main and Water. A year later the lodge began to meet in the home of Isaac of Hinman, on the southwest corner of Wall and Water streets. From 1809 until 1812 the lodge was compelled, by order of the grand lodge, to meet within one mile of the court house in the Town of Fairfield. In 1812 the members returned to Hinman's house.

Free Masonry suffered severe criticism during the years 1831-2, owing to the alleged abduction of Morgan and in Bridgeport, as elsewhere, the order was pronounced "injurious to morality and religion." St. John's Lodge strenuously defended themselves and an article signed by fifty members was published in the local newspapers. Among the prominent signers of this defense were: Hanford Lyon, Philo Hurd, Wilson Hawley, Gen. Enoch Foote, Charles Foote, William Peete, Rev. H. R. Judah, Dr. William B. Nash, Abijah Hawley, Ezekiel Hubbell, Eli Thompson, and Gideon Thompson, all representative men of Bridgeport. However, after 1847 Masonry began to revive and once more St. John's became active. Meetings were held in the old lodge room in the second story of a school house at 200 State Street, afterwards upon the northwest corner of State and Water streets, at the foot of State, and then over Ferris Hurd's store on Water Street. In 1855 the lodge occupied rooms in the Sturdevant Building at the corner of Main and Bank streets.

The next lodge to be organized in Bridgeport was Jerusalem Chapter No. 13, Royal Arch Masons, on October 21, 1813. Then came the Jerusalem Council No. 16, Royal and Select Masons, in 1827. Hamilton Commandery No. 5, Knights Templar, was chartered under the name of the Hamilton Encampment on May 10, 1855, with sixteen charter members, all of whom originally belonged to Clinton Commandery. DeWitt Clinton Lodge of Perfection, A. and A. S. R., Pequonnock Chapter, Rose Croix, A. and A. S. R., Washington Council, P. of J. A. and A. S. R., and the Lafayette

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Consistory, S. P. of R. S. A. and A. S. R. were organized and chartered in 1858. Corinthian Lodge No. 104 was chartered May 22, 1868. Other organizations of Masonry now in Bridgeport are: Pyramid Temple, Nobles of the Mystic Shrine; Orient Chapter No. 1, Order of the Eastern Star; and Morris Court No. 4, Order of Amaranth. One lodge of colored Masons, Doric Lodge No. 4, Free and Accepted Masons, is now active in Bridgeport.

In 1894 the Masonic Temple was erected on Broad Street at the head of Bank Street. The cornerstone of this building was laid September 25, 1894 and in 1895 the building was dedicated.

GRAND ARMY OF THE REPUBLIC

The Grand Army of the Republic is an organization of soldiers, sailors and marines who fought on the side of the Union in the War of the Rebellion—1861-65. It was founded by Dr. B. F. Stephenson and Rev. W. J. Rutledge, surgeon and chaplain respectively of the Fourteenth Illinois Volunteer Infantry. As early as the spring of 1864 these two officers discussed the advisability of organizing some kind of an association of veterans to perpetuate the fraternity established in camp, on the march or on the firing line during the war. After the war they formulated their plans and called a meeting at Decatur, Illinois, for April 6, 1866, and at that meeting the Grand Army was born.

Each state constitutes a "Department," and local societies are called "Posts." The first post was organized at Decatur, Illinois, on the date of the meeting above mentioned, and the first national encampment was held at Indianapolis, Indiana, in November, 1866. The objects of the order are to collect and preserve historic relics and documents pertaining to the war; aid and assist disabled Union veterans, their widows and orphans; observe Memorial Day by suitable exercises and the decoration of the graves of fallen comrades; keep alive the cherished recollections of the camp and campaign, and teach to the rising generation lessons of patriotism.

The order reached its greatest strength in 1890, when it numbered 409,487 members. Each year since then the number of those who answer the "last roll call" have increased until in 1915 the death rate was about one thousand per month. The Grand Army is largely responsible for the establishment of Memorial Day (May 30th) as a legal holiday, and it has been influential in establishing soldiers' homes and institutions for the care of soldiers' orphans.

Elias Howe, Jr. Post, No. 3, Grand Army of the Republic, of Bridgeport, was chartered April 15, 1867, with the following named veterans as the charter members: William H. Noble, James E. Dunham, Albert W. Peck, J. R. Cumming, William H. Lacey, E. A. Stebbins, S. M. Nichols, Samuel E. Blinn, Wheeler Hawley, H. L. Cowles.

The post was organized in the office of Gen. William H. Noble, in the Sturdevant Building, on April 25, 1867. General Noble commanded the fourth district of the department of Connecticut, which had been organized April 11, 1867, just a few days previous to the organization of the Bridgeport post. At the meeting in General Noble's office the following officers were chosen to serve until the first election of July, 1867; James E. Dunham, post commander; William H. Lacey, senior vice commander; J. R. Cumming, junior vice commander; Albert W. Peck, adjutant; Philip B. Segee, quartermaster; J. R. Cumming, surgeon. S. M. Nichols was appointed officer of the day; Samuel E. Blinn, officer of the guard; S. W. Hawley, sentinel at the outpost. The officers first regularly elected in July, 1867, were: James E. Dunham, post commander; William H. Lacey, senior vice commander; Henry L. Coles, junior vice commander; Albert W. Peck, adjutant; Philip B. Segee, quartermaster; J. R. Cumming, surgeon; William H. May, chaplain.

The post continued to hold meetings in General Noble's office until June 29, 1867, when Lafayette Hall was secured and meetings were held there until December 19, 1867, when it removed to Good Templars' Hall. In 1868 the post was removed to the Odd Fellow's Hall on Water Street, in 1869 to Harral's Hall, in 1870 to a hall in the Sturdevant Building, then to Waller's Building, in 1874 to Lafayette Hall and in 1883 to a hall over the old postoffice. From this time the post occupied many halls for the meetings and now is located at 925 Main Street. In 1884 the post was incorporated by an act of the Legislature.

In this connection it may be interesting to give the names of the veterans who were members of the post during the first year of its organization. They were:

William H. Noble, Colonel.
James E. Dunham, Captain.
J. R. Cumming.
William H. Lacey, Captain,

Albert W. Peck, First Lieutenant.
John M. Andrews.
Charles F. Anderson.

Henry Biebel, Captain.	Henry L. Crampton.
Theodore F. Bradley.	Frederick N. Cox.
John Beck.	John B. Clark, Lieutenant.
Eugene N. Botsford.	Alexander Doran.
Charles Bailey.	William F. Dailey.
James Burton.	Andrew J. Davis.
Allen G. Brady.	Burr H. French.
Charles H. Brotherton.	Wilson French, Captain.
John H. Beck.	E. N. Goodwin, Lieutenant.
Walter Baxter.	Russell Glenn.
Garrett D. Bonne.	James G. Goodwin.
Reuben Blake.	Miles W. Gray, Lieutenant.
Oscar R. Beers.	William C. Geddes.
Philo M. Beers.	William L. Hubbell, Captain.
Homer S. Curtiss.	George Hill.
E. N. Stebbins.	Justus B. Hawley, Lieutenant.
Samuel E. Blinn, First Lieutenant.	Samuel O. Hodges.
Wheeler Hawley.	T. M. Holcomb.
Henry L. Cowles.	John R. Hull.
L. M. Nichols.	John Harvey, Lieutenant.
Anthony Aigeltinger.	Charles Hull.
Alfred B. Beers, Captain.	Franklin H. Hull.
George F. Blinn.	Orris S. Jennings.
Frederick A. Booth.	John Johnson.
Wesley H. Botsford.	Michael Kelley.
S. G. Bailey.	Rudolph Kost, Lieutenant.
James Bozworth.	Henry Krouse.
Frederick C. Bowman.	Edward H. Lyon.
Roderick S. Beers.	David B. Lockwood.
Cyrus T. Bachelder.	Moses Lonsella.
John C. Bayles.	William H. May, Captain.
John F. Bartlett.	George N. Munger, Lieutenant.
Hiram H. Blish.	Louis N. Middlebrook, Captain.
Samuel Burr.	Rufus Mead, Jr.
Charles E. Beers.	Jesse S. Nash.
Frederick H. Carpenter.	Joseph W. North.
H. B. Chamberlain.	G. Ohnesorg.
George S. Crofutt.	Charles E. Plumb.
Marcus Coon, Captain.	A. D. Powers.
James Caffrey.	William W. Pardee.
	Henry W. Pettitt.

- George A. Parkington.
Asahel Porter.
William Rexinger.
Lyman L. Rose.
Lorenzo E. Snow.
Charles E. Shelton.
Henry L. Sturges.
John H. Stratton.
George D. Squires.
Frederick Smedel.
William H. Smith.
Horace E. Sherwood.
William R. Spencer.
J. F. Tupper.
Benjamin H. Toquet.
George E. Underhill.
Robert Wilson.
David R. Waters.
Elliott M. Curtis, Major.
Pierce D. Colburn.
Lyman S. Catlin, Lieutenant.
Henry R. Chaffee, Lieutenant.
Dwight H. Cowles.
William E. Disbrow.
Jacob Dietrich.
Charles Dimon.
Montgomery Egbert.
William Finnemore.
E. D. S. Goodyear, Lieutenant-Colonel.
William Geilner.
R. Charles Gotschalk.
Steadman Greenwood.
James L. Green.
Robert Hubbard.
James Hanford.
H. K. Hall.
Charles W. Hall, Captain.
Walter S. Hotchkiss, Captain.
O. H. Hibbard.
Charles F. Hall.
Charles Hurd.
Peter Haefner.
Alvin S. Hunt.
D. Homer Jennings.
Thomas Knablin.
Justin S. Keeler.
Robert Lander.
John Laurie.
Bennett L. Lewis, Captain.
Stephen C. Lewis.
Moses M. Mills.
Robert H. Marvin.
William H. Mallory, Major.
George C. Morris.
William B. Nichols.
Isaac Northrop.
Charles H. Orchard.
Otis E. Porter.
John T. Platt.
George Platt.
Jacob Powlouich.
Addis E. Payne, Captain.
George S. Quinn.
Darwin S. Reade.
John M. Speidel, Lieutenant-Colonel.
John G. Stevens, Lieutenant.
Samuel B. Spinning.
Henry Staggs.
George E. Stowell.
George A. Staples.
Joseph N. Shailer.
Legrand Stratton.
William H. Smith.
George H. Spall.
James A. Thompson.
John W. Thompson.
Myron H. White.
Joseph F. Wales.
Lyman F. Warner.

The Elias Howe, Jr., Woman's Relief Corps, No. 53, was organized April 8, 1909. Lincoln Circle, No. 4, and Sheridan Circle, No. 7, Ladies of the Grand Army, are also active in Bridgeport.

INDEPENDENT ORDER OF ODD FELLOWS

The modern order of Odd Fellows had its beginning in 1745 in a society organized in England under the name of "The Antient and Most Noble Order of Bucks." Some authorities have tried to establish the fact that the society was founded by some dissatisfied members of the Masonic fraternity, who hoped to make it a successful rival of that order, but the statement lacks authenticity. The oldest records of "The Antient and Most Noble Order of Bucks" are those of Aristarchus Lodge, which held its meetings in the Globe Tavern in London. About 1773 the society began to decline, but a few lodges held on and finally succeeded in effecting a reorganization. George IV, when Prince of Wales, was admitted into the "Bucks" in 1780, and tradition says that on the occasion of his initiation the words "Odd Fellow" were used for the first time.

In 1803 a grand lodge was organized in England, but six years later a lodge at Manchester withdrew and declared itself "Independent." As a sort of self-constituted grand lodge it established a new order and in 1813 the "Manchester Unity, Independent Order of Odd Fellows," was founded. On December 26, 1806, Solomon Chambers and his son, John C. Chambers, who had been initiated into the order in England, organized an Odd Fellows lodge in New York, but it was short lived. Another attempt was made to establish a lodge in New York in 1816, under the auspices of the Manchester Unity, but it was also unsuccessful. In 1818 Thomas Wildey came over from England and settled in Baltimore, Maryland. He had been made an Odd Fellow in England and soon after locating in Baltimore he began a search for other members of the order with a view to establishing a lodge, even going so far as to advertise in the newspapers. His efforts bore fruit and on April 26, 1819, a lodge was instituted in Baltimore with Thomas Wildey, John Welch, John Cheatham, Richard Rushworth and John Duncan as the charter members. This was really the introduction of Odd Fellowship into the United States. On September 23, 1842, the order in America separated from the Manchester Unity and established a grand lodge for the United States and Canada. In those two countries there were about one and three-fourth millions of Odd Fellows in 1915.

Connected with Odd Fellowship are also an Encampment, which is higher than the Lodge; a ladies' degree called the "Daughters of Rebekah"; and a semi-military degree known as the "Patriarchs Militant."

Pequonnock Lodge No. 4, Independent Order of Odd Fellows, of Bridgeport, was established on June 11, 1841, just two years after the introduction of the order into Connecticut. The petition for this lodge was signed by George H. Johnson, John M. Wilson, Gilson Landon, Samuel L. Eldred and George Walters, all local men. The first meetings were held in a small room in the upper story of No. 35 Wall Street, but in January, 1845, the lodge was moved to a large hall at 407 Water Street.

On February 4, 1847, Arcanum Lodge No. 41 was instituted, with the following first officers: Ira Morse, noble grand; W. H. Lacey, vice grand; W. H. Williams, secretary; L. C. Shepard, treasurer. This lodge met with the Pequonnock Lodge. In 1856 the Arcanum Lodge surrendered its charter, but was reinstituted in March, 1875. In 1860 the Pequonnock Lodge also passed out, but this was renewed February 2, 1869, on petition of Martin Concord, F. H. Stevens, J. L. Roberts, Ebenezer Wheeler and Lewis Sherman, former members. Meetings were held at first on Water Street, but in January, 1871, the lodge moved into a hall over the Peoples Savings Bank, corner of Main and Bank streets, and on April 19, 1873, to the upper story of the Burroughs Building, corner of Main and John. The present Odd Fellows Building, erected in 1910, is located at 1075-97 Broad Street. The new hall was dedicated June 23d.

Steuben Lodge, No. 83, was instituted April 1, 1867. For a long time meetings were held at the old hall on Water Street, then in 1879 a removal was made to the Stanton Block on State Street. Meetings are now held at 164 State Street.

Lessing Lodge, No. 94, was organized December 14, 1874. This lodge is composed of German members. Charity Rebekah Lodge, No. 4, and Friendship Lodge, No. 13, Daughters of Rebekah, were instituted May 7, 1870, and February 13, 1874, respectively.

Stratfield Encampment No. 23, was instituted July 16, 1869, with seven charter members. Bridgeport Encampment, No. 22, was chartered May 17, 1870.

In 1876 East Bridgeport was considered of sufficient size to merit lodge meetings there, so on October 26th of that year the Samuel H.



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Harris Lodge, No. 99, was instituted. Thirty-eight members composed the first roll.

Adelphian Lodge, No. 80, was organized April 29, 1897. The other lodges of the I. O. O. F. in Bridgeport are: Monitor Lodge, No. 38; Nutmeg Encampment, No. 53; Fidelity Rebekah Lodge, No. 6; Harmony Rebekah Lodge, No. 26; and Household of Ruth, No. 772, G. U. O. O. F.; also the Loyal Abraham Lincoln Lodge, No. 7674, I. O. O. F. Manchester Unity.

KNIGHTS OF PYTHIAS

On February 15, 1864, five clerks in Government offices at Washington, D. C., met and listened to the reading of a ritual for a new fraternal organization that had been prepared by one of their number. All were members of the Arion Glee Club and intimate associates. They were Justus H. Rathbone, William H. Burnett, David L. Burnett, Robert A. Champion and Dr. Sullivan Kimball. The ritual, which was the work of Mr. Rathbone, was based upon the friendship of Damon and Pythias. It was approved by those who listened to its reading and the name "Knights of Pythias" was selected for the proposed order. Four days later Washington Lodge, No. 1, was instituted in Temperance Hall.

Franklin Lodge, No. 2, was instituted at the Washington Navy Yard on April 12, 1864, and during the next six months several other lodges were founded in the immediate vicinity of the national capital. Progress was slow until after the close of the great Civil war, all the lodges disbanded except Franklin, and the outlook was anything but encouraging. On May 1, 1866, members of Franklin Lodge and some of the others that had passed out of existence organized a grand lodge. During the next two years the order spread to Pennsylvania, Maryland, the District of Columbia, New Jersey and Delaware, and on May 15, 1868, the Supreme Lodge was organized by representatives from those states. Since then the order has spread to every state in the Union and into Canada. In 1915 the Knights of Pythias was the fourth largest of the fraternal societies, numbering about three-fourths of a million members. Over a million and a half dollars were paid out in that year for relief and charity.

The Uniform Rank was established in 1878. The manual of drill used is that of the United States army and in 1898 a number of officers in the volunteer service in the Spanish-American war were taken from the Uniform Rank, Knights of Pythias. Another feature of

the order is the "Dramatic Order Knights of Khorassan," and there is also a ladies degree, the members of which are called "Pythian Sisters."

The first lodge of the Knights of Pythias in Bridgeport was Mithra, No. 8, established in 1867, shortly after the beginning of the order. There are now eight lodges of the Knights of Pythias in the city, the others being: Joseph Dowdall Lodge, No. 40; P. T. Barnum Lodge, No. 53; Park City Lodge, No. 59; Shenandoah Lodge, No. 2; Pythian Sisters, Calanthe Temple, No. 19; and Company F, No. 21, Uniform Rank Knights of Pythias.

THE ELKS

About the close of the war in 1865, a number of "good fellows," most of whom were members of the theatrical profession, fell into the habit of meeting together and passing the evening in friendly association, singing songs, "swapping yarns," etc. In time a club was organized under the name of the "Jolly Corks." The adoption of this name is said to have been due to Charles Vivian, a young Englishman, who was one of the most active participants in the club exercises.

In the winter of 1867-68 some one proposed that the club be used as the nucleus of a fraternal society. Then the objection was raised that the name "Jolly Corks," while proper for a local club, was not sufficiently dignified for a secret order. A committee was therefore appointed to select a more appropriate name and suggest a ceremony of initiation. That committee chanced to visit Barnum's Museum, where they saw an elk and learned something of the habits of that animal. The name "Benevolent and Protective Order of Elks" was then proposed and was adopted. New York Lodge, No. 1, was organized on February 16, 1868.

For about three years, it was the only lodge in existence. On March 10, 1871, it was incorporated as a grand lodge, with power to establish subordinate lodges in cities having a population of five thousand or more. The second lodge was organized in Philadelphia soon after the grand lodge was incorporated. On April 18, 1876, the third lodge was instituted at San Francisco. Within five years lodges had been established in all the leading cities of the United States, and in 1915 there was scarcely a city in the Union with the requisite population of 5,000 that had not its "Elks' Club." The order had

spread to Alaska, the Philippines and Hawaiian Islands, the membership in 1915 numbering about half a million.

During the early history of the Elks the convivial feature was prominent, but in more recent years it has been subordinated to charitable work and the cultivation of a fraternal spirit. The initials "B. P. O. E." are sometimes said to stand for "Best People on Earth." The motto of the Elks is: "The faults of our brothers we write upon the sands; their virtues upon the tablets of love and memory."

OTHER FRATERNAL ORGANIZATIONS

In Bridgeport there are five divisions of the Knights of Columbus, all with a large membership. These are: Cordova Council; Park City Council, No. 16; Cecil Calvert Council, No. 38; Aragon Council, No. 127; and Rogers Council.

Of the Ancient Order of United Workmen there are: Golden Hill Lodge, No. 35, organized October 8, 1888; Scandia Lodge, No. 53, organized May 4, 1892; Farren Lodge, No. 57, organized August 11, 1892.

The Foresters of America are represented in Bridgeport by nine lodges, namely: Court Iranistan, No. 34; Court Marina, No. 53; Court Pequonnock, No. 62; Court Nathaniel Wheeler, No. 92; Court Park City, No. 99; Court Roma, No. 153; Catalpa Circle, No. 14, Lady Foresters of America; Star of Pembroke Circle, No. 117; Catalpa Circle, No. 425; and Lucetta Warner Circle, No. 472. There is one lodge of the Independent Order of Foresters—that of Court Berkshire, No. 4722.

There are in Bridgeport six lodges of the New England Order of Protection. These are as follows: Ida Lodge, No. 10; Park City Lodge, No. 68; Seaview Lodge, No. 231; Bridgeport Lodge, No. 238; Schiller Lodge, No. 338; and Sterling Lodge, No. 356.

The United American Mechanics are represented in the city by Waldemere Council, No. 6; Uncas Council, No. 25; Bridgeport Council, No. 6, junior; Harmony Council, No. 12, junior; Miller Commandery, No. 12, L. L. O. U. A. M.; Betsey Ross Council, No. 19, Daughters of Liberty; and Lady Howe Council, No. 38, Daughters of Liberty.

Of the Woodmen of the World Lodge there are: John C. Tuthill Camp, No. 1; Kossuth Camp, No. 14; Pioneer Camp, No. 17; Live Oak Camp, No. 18; East End Camp, No. 50; Park City Camp, No.

59; Bridgeport Camp, No. 95; Live Oak Uniform Rank; Woodmen Circle, Ivy Grove, No. 1; and Woodmen Circle, Kossuth Grove, No. 2. The J. C. Tuthill Camp, No. 1, maintains a Sick Benefit Association.

There are two organizations under the head of Sons of Veterans—Franklin Bartlett Camp, No. 11, S. of V., and Angeline H. Bartlett Tent, No. 4, Daughters of Veterans. One lodge of the United Spanish War Veterans, the Lieut. N. W. Bishop Camp, No. 3, is active in Bridgeport.

Other lodges are: Henry A. Bishop Lodge, No. 111, Brotherhood of Railway Trainmen; Denmark Lodge, No. 37, Danish Brotherhood; Troskab Lodge, No. 16, Danish Sisterhood; Daughters of American Revolution, Mary Silliman Chapter; Daughters of the Royal Arcanum; Daughters of Scotia; Daughters of St. George; Fraternal Order of Eagles; German American Central Bund; Improved Order of Red Men, Konekapotanauh Tribe, No. 30; also Woroompon Tribe, No. 40, and Kyota Council, No. 16; Harmony Lodge, No. 711, Independent Order of B'nai B'rith; Bridgeport Lodge, No. 289, Loyal Order of Moose; Americus Tent, No. 3, The Maccabees, also Tent No. 4; Dewey Camp, No. 7033, Modern Woodmen of America; Beloin Camp, No. 9395, N. W. A.; five lodges of the Order of Shepherds of Bethlehem; Violet Camp, No. 4241, Royal Neighbors of America; Sons of the American Revolution; and two lodges of the Sons of St. George.

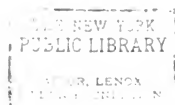
The Bridgeport Lodge, No. 36, Benevolent and Protective Order of Elks, was organized September 20, 1885, with 110 members. From the first this lodge assumed an important place in the social and charitable life of the city and has always been maintained upon a plane of high excellence and capability. In 1908 the large Elk's Home on State Street was erected.

Y. M. C. A.

In 1868 the first organization toward the establishment of a Young Men's Christian Association in Bridgeport was effected. Dabney Carr was chosen president of this organization; Henry Stirling, Emory F. Strong and R. P. Chapman, vice presidents; C. P. Porter, treasurer; and William F. Fosket, secretary. A certain amount of work was accomplished by this small force, but for various reasons the work was discontinued in 1872, four years after the start.



BROOKLAWN CLUB, BRIDGEPORT



In June, 1883, however, there was formed the Young Men's Christian Association of Bridgeport; the association was incorporated one year afterward. The first officers of the new organization were: Dr. I. de Ver. Warner, president; D. W. Kissam, Daniel E. Marsh, Marshall E. Morris, vice presidents; F. W. Marsh, treasurer; Dr. W. H. Donaldson, recording secretary; W. E. Colley, general secretary; and George Munger, auditor. At first rooms were secured for the housing of the association, but before many months had passed the increasing scope of the work and the addition of numerous members brought the need of larger and more comfortable quarters. The need was answered by Dr. I. de Ver. Warner, the president, in October, 1888, when he gave to the society the lot on the north-west corner of Main and Gilbert streets. Here, on June 3, 1890, was laid the cornerstone of the present Y. M. C. A. building. Senator Chauncey M. Depew spoke the oration at the time. The building itself, which is the work of Architect W. R. Briggs and cost \$150,000, was opened in 1891.

The Young Women's Christian Association was established in Bridgeport, and occupies quarters on Broad Street, opposite the Federal Building.

Similar to the Y. M. C. A. in purpose and effort is the Boys' Club, organized in 1887. The object of this club is to provide recreation and educational facilities for boys who otherwise would not have such advantages. The building used for this purpose is located on the corner of Middle and Gold streets. The officers of the club are: Henry A. Bishop, president; Frederick A. Strong, secretary; Hobart E. French, treasurer. The Boys' Club was incorporated in 1893.

OTHER CLUBS AND SOCIETIES

One of the first purely social clubs in Bridgeport was the Eclectic Club, organized in 1870 by the young men of the town. The first club rooms of this organization were on the second floor of the Wheeler Building, corner of Fairfield Avenue and Main Street. Afterward the club moved to the Curtis Building, corner of Main and Elm streets, and lastly to the Burroughs Building, occupying the second floor, now a part of the public library. For a score of years this club prospered, was patronized by older men as well as young, and was one of the most popular organizations in the city. In 1890 the members disbanded. Among the presidents of the club

were: George C. Waldo, Sr., Morris W. Seymour, William H. Stevenson, R. T. Clark, George L. Porter and John E. Pond.

What is now the Seaside Club was originally a driving club, and was organized in 1884 with the following officers: E. P. Ives, president; E. G. Burnham, Francis Ives, vice presidents; Frank J. Narramore, secretary; and Charles F. Williams, treasurer. The driving feature of the club was afterwards abolished and it became a social club only. The first rooms occupied by the Seaside Club were located at 344 Main Street, second and third floors. In 1888 the members purchased the lot on the southeast corner of State and Lafayette streets and there built the present club house. This building was opened September 19, 1891, the club occupying rooms in the Wheeler Block for a short time before the removal. The club was incorporated April 5, 1889. The officers in 1917 are: Dr. Frank M. Turkey, president; Harvey C. Irving, secretary; and Robert A. Lewis, treasurer.

The Seaside Outing Club is a subordinate organization of the Seaside Club and was organized in 1894. A club house is maintained at 215 Seaview Avenue for the members. George M. Eames is president of this club and H. L. Morehouse, secretary and treasurer.

The Algonquin Club was organized October 5, 1892. Rooms are kept at 211 State Street. The officers are: Robert J. Lynch, president; R. Irwin Smith, secretary; Thad B. Beecher, treasurer.

Other prominent clubs in the City of Bridgeport are: the Black Rock Yacht Club, organized March 20, 1915; the Bridgeport Club, organized November 1, 1900; Brooklawn Country Club, incorporated March, 1914, but organized about 1896; Mohawk Yacht Club, organized 1903; Park City Yacht Club, organized July 6, 1896; Pequonnock Yacht Club, organized 1905; University Club, incorporated 1905.

CHAPTER XVIII

EDUCATIONAL HISTORY

BY DAVID GINAND

The public schools of Bridgeport are managed at the present time by a commission of twelve men called the board of education. About fifty years ago and prior thereto the city was divided into eleven districts independent of each other. They could lay and collect their own taxes, build schoolhouses and employ school teachers to instruct the children. Once a year a school meeting was called when a committee of three citizens was elected to take care of the district school property and engage the teachers. Each district received from the state school fund the sum of \$2.25 for each child enumerated between the ages of four and sixteen years, and was supposed to lay a tax for the balance needed.

The general results of these schools were never satisfactory to the school visitors and the public in general. While one district would be willing to tax themselves, engage the best teachers, and consequently turn out good scholars, another district would be handicapped by a vote of the school meeting, refusing to lay a sufficient tax, and compelling the committee to do the best they could with the state money to the detriment of the children.

For some years the matter of bringing all the districts together under one head was agitated in town meetings, but the public was evenly divided and nothing could be done. It was so much spoken of in the newspapers, however, that finally in order to test the sentiment in a legitimate way the question was embraced in the warning of the annual town meeting on the first Monday in April, 1876.

Franklin Hall on State Street was crowded to the doors on the afternoon of that day. After a chairman and clerk were elected it was voted the school question should be decided by ballot and the voting list be used. A short recess was taken, ballot box and voting lists were secured, and "Yes" for consolidation and "No" against it were poured into the box as fast as the voters could be checked. It was long after 8 P. M. before the ballot box was closed. The oppo-

sition to consolidation seemed to be predominating, but much to the surprise of everyone the affirmative was successful (Yes, 2,085; No, 1,913).

A second town meeting for April 12, 1876, to elect a school committee of six, nine or twelve citizens to carry out the vote of the town, was called. The meeting was held in Franklin Hall again. It was agreed to vote for a committee of twelve and use the voting lists and ballot box again. There were two tickets in the field, one with twelve democrats and the other with six democrats and six republicans. The non-partisan ticket was elected with 1,734 against 1,334 for the other ticket. The following were declared elected: James C. Loomis, Daniel H. Sterling, Frederick W. Zingsem, James Staples, Dr. A. H. Abernethy, Henry T. Shelton, Andrew Burke, Edward Sterling, Joseph D. Alvord, David Ginand, Geo. W. Bacon and Julius S. Hanover.

The new board immediately organized by electing James C. Loomis, president, and Henry T. Shelton, secretary.

The twelve men were divided into three groups of four to serve for one, two and three years, and four groups of three as committees for schools, school buildings, supplies and finance. The following districts were united under the supervision of this board of education, viz.:

Bridgeport District, eleven-room schoolhouse, Prospect Street.

Golden Hill, two-room schoolhouse, High Street.

Washington School, six-room schoolhouse, Pequonnock Street.

Union, six-room schoolhouse, Grand Street.

Old South, one-room schoolhouse, Iranistan Avenue.

Island Brook, four-room schoolhouse, North Avenue.

Pembroke, one-room schoolhouse, Old Mill Green.

Barnum, three buildings, eight rooms, on plot bounded by Noble Avenue, Arctic, Harriet and Maple streets, which plot P. T. Barnum gave in exchange for the lot on Barnum Avenue, where the Park Street Congregational Church now stands.

Sterling Street, two rooms, Sterling Street.

Jane Street, two rooms, Jane Street.

Waltersville, six rooms, Hamilton Street.

East Bridgeport, two rooms, Nichols Street.

Black Rook, two rooms, Brewster Street.

and that part of Toilsome Hill and school No. 21 in the town limits, the schoolhouses being in Fairfield.

At that time in the whole town there were eighty-three teachers employed in sixty-five rooms exclusive of recitation rooms. The cost of the schools the year previous was \$53,855 for maintenance, and \$6,181.73 for buildings and repairs.

Mr. H. M. Harrington was elected superintendent of schools by the board, and acted as such for fourteen years. Considerable work was accomplished by him and the different committees in order to get the schools working under one head. The greatest difficulty staring the new board in the face was the lack of room for housing the children properly. The old fashion town meetings were in vogue at that time, and it was the hardest work to get enough money appropriated to buy land and build schoolhouses as they were needed. As a makeshift the board rented stores and dwellings and fitted them up for temporary use.

Mr. Joseph M. Sanger laid a plan before the board of a portable one-room building which could be built in sections and put up in any school yard for temporary use and taken apart and transferred when wanted somewhere else. They could be built for \$700 to \$900 apiece. The board was favorably inclined to try one or two of them, and ordered Mr. Sanger to build them. They answered the purpose so well that more of them were ordered. At the present time there are fifteen in use. While the board was satisfied that this was a better plan than rented store and dwellings, the public was disgruntled, saying that it was a disgrace for a city like Bridgeport to teach children in such barnlike buildings.

After the board of apportionment was created to take the place of the old town meetings, it was a little easier to get the appropriation, but still the board was unable to furnish rooms enough for the growing city. At a meeting of the board of apportionment in February, 1899, a resolution was passed to lay a tax of one mill on the grand list every year, the proceeds of which to be used exclusively for buying land and building new buildings until such time as the city would be amply provided with new schoolhouses. With the proceeds of this tax governed by the resolution the erection of new buildings was carried on.

When the Borough of West Stratford was annexed to the City of Bridgeport the board of education had to take over two schools. One building had burned down and was not built up again, and the other was too small, in need of extensive repairs and wholly inadequate for the purpose for which it was used. The board made a contract with James Spargo to build a building on Stratford Avenue for

rental, which could be temporarily used for school purposes until such time as a new schoolhouse could be erected.

The following named citizens were added to the board in place of others whose services had expired, or who had resigned or died:

THE ORIGINAL BOARD

James C. Loomis (deceased), elected 1876, first president. Served $1\frac{1}{2}$ years.

Daniel H. Sterling (deceased), elected 1876, first vice president. Served one year.

Henry T. Shelton (deceased), elected 1876, first secretary. Served three years.

John D. Alvord (deceased), elected 1876, resigned. Served one year.

Dr. A. H. Abernethy (deceased), elected 1876. Served eight years.

David Ginand, elected 1876, as member. Served eighteen years. Served sixteen years as agent.

Julius Hanover (deceased), elected 1876, second president and president. Served twelve years. Served five years as agent.

Andrew Burke (deceased), elected 1876. Served three years.

James Staples, elected 1876. Served six years.

F. W. Zingssem (left city), elected 1876. Served six years.

Edward Sterling (deceased), elected 1876. Served three years.

George W. Bacon (deceased), elected 1876. Served three years.

Edward W. Marsh (deceased), elected 1877, secretary. Served six years.

D. N. Morgan, elected 1877. Served three years.

Nathaniel Wheeler (deceased), elected 1878. Served fifteen years.

Rev. Thomas J. Synnott (deceased), elected 1878. Served six years.

George C. Waldo, elected 1880. Served three years.

Emory F. Strong (deceased), elected 1880. Served one year.

George N. French (deceased), elected 1882. Served three years.

Warren W. Porter (deceased), elected 1883. Elected April, resigned July, 1883. Served three months.

Marshal E. Morris, elected 1883. Served three years.

Henry Cowd (deceased), elected 1883. Served six years.

Dr. Thomas F. Martin, elected 1884. Served six years.

Emory F. Strong (deceased), elected 1884, second election, vice president. Served twelve years.

W. B. Hincks (deceased), elected 1884, acted as secretary. Served three years.

Morris B. Beardsley, elected 1884, acted as secretary. Served four years.

John H. Colgan, elected 1885. Served six years.

Wilfred E. Norton (deceased), elected 1886. Served three years.

Joel Farist, elected 1888. Served three years.

Chas. F. Williams, elected 1888, acted as secretary. Served two years.

Edward F. Hallen (deceased), elected 1890, acted as secretary. Served twenty years.

Joseph J. Rose (deceased), elected 1890. Served three years.

George Watson (deceased), elected 1890, acted as secretary. Served three years.

Dr. Fred K. Rice (left city), elected 1891. Served three years.

Patrick Coughlin (deceased), elected 1891. Served nine years.

David F. Read (deceased), elected 1892, acted as vice president. Served fifteen years.

Henry C. Coggsell (deceased), elected 1892. Served seven years.

Frank Miller, elected 1892. Served six years.

Frank Kinsley, elected 1892. Served six years.

John C. Shelton (deceased), elected 1893. Served eight years.

John N. Near, elected 1893. Served six years.

Peter Gabriel (deceased), elected 1894, acted as vice president. Served nine years.

Frank M. Canfield, elected 1894. Served three years.

Dr. Clarence M. Payne, elected 1895. Served three years.

Elmer S. Young, elected 1895. Served three years.

Dr. George L. Porter, elected 1896. Served three years.

Dr. Chas. C. Godfrey, elected 1896. Served nine years.

D. N. Morgan, elected 1898. Served six years.

Dr. Reuben Lockhart, elected 1898. Served six years.

Dr. Chas. L. Baker (deceased), elected 1898. Served four years.

W. H. Marigold, elected 1899, acted as president. Served twelve years.

William Lieberum (deceased), elected 1899, acted as president. Served fifteen years.

A. M. Wooster, elected 1902. Served nine years.
Elmer H. Havens, elected 1903, president at present time.
Howard S. Challenger, elected 1904. Still a member.
John F. Brady, elected 1904. Served nine years.
Dr. Murray Johnson, elected 1904. Served nine years.
Thomas McDonald (deceased), elected 1904. Served eight years.
Andrew Duka, elected 1905. Served three years.
Dr. David Monahan, elected 1906. Served six years.
John J. Cullinan, elected 1907. Served eight years.
Richard H. Murphy, elected 1907. Served six years.
A. William Bell, elected 1908. Now a member.
A. E. Veness (left city), elected 1911. Served one year.
Nathaniel W. Bishop, elected 1911. Now a member.
W. R. Webster, Jr., elected 1911. Now a member.
Wm. B. Boardman, elected 1912. Now secretary.
Dr. Geo. W. Osborne, elected 1912. Now a member.
William Ryan, elected 1912. Served three years.
John J. Hurley, elected 1913. Now a member.
Louis F. Schwetdtle, elected 1913. Now a member.
Robert D. Goddard, elected 1914. Now a member.
Dr. Chas. G. Godfrey (2nd election), elected 1915. Now a member.
Henry H. De Loss, elected 1915. Now a member.

The first aim of the board of education was the building of new buildings, and the establishment of a high school and training school. In conjunction with the board of selectmen the money was procured (1884) to build two eight-room buildings, one on Myrtle Avenue, and the other on North Avenue, corner of Oak Street, the cost of which was \$37,000.

A high school was opened in the two highest rooms of Prospect Street School with Charles D. Peck as principal and Miss Marble and Miss Miner as assistants. Mr. Peck resigned after one year's service to take up the ministry and Mr. Paddock succeeded him. A training school was established in the lowest room of Prospect Street School with Sarah E. White as principal.

The next pressure came from the North End where children had to go to the Town of Trumbull for their nearest school, none being in the city limits above Grand Street. A piece of land was bought at the point of Beechmont and Main streets, near Tesiny Avenue, and a one-room schoolhouse built at a cost of \$1,000 (1884).

The next thing the board of education took up was separate buildings for the high and training schools. On February 4, 1880, a committee of twenty selected by the town reported for approval the lot on Congress Street for a high school building. The lot was accepted and Messrs. Wheeler, Waldo and Marsh together with the chairman of the building committee were appointed a committee to have plans made and a high school building erected.

The committee organized immediately by electing Mr. Nathaniel Wheeler as chairman, and Warren R. Briggs as architect. Considerable time and labor were spent to get at a mode of ventilating the building. Mr. Wheeler insisted that it should be done automatically, and went to considerable expense and labor experimenting to find the proper way to do it. It was finally decided to have two large shafts in the center of the building with two openings for each room, have immense steam circulating coils at the bottom of these shafts boxed in with sheet iron, from the top of which sheet iron pipes of the proper size were to convey the heated air to each room, the cold air was to be taken from the outside eight feet from the ground, led to the bottom of the shaft underneath the steam coils, and thus run through the coils to be heated. The heated air would enter from the inside wall of the school room, pass over to the cold outside wall, and as it cooled off descend and be drawn into the shaft through the opening even with the floor, the shaft being heated to create draft by the heating pipes running through it. The board was a little skeptical at first to adopt this mode of ventilation, so Mr. Wheeler at his own expense had a miniature room built of glass with inlets and outlets, used ice on the supposed outside wall of the room, and had an inlet and outlet on the supposed inside wall. With the members of the board present he introduced smoke into the glass room through the inlet, and after he had it as dense as he could make it applied a torch to the outlet and after a few minutes the smoke would pass gradually out of the outlet, and as the smoke was still coming through the inlet one could see it make the circuit to the outlet. This convinced the board of its practicability and there was no more opposition to the Wheeler system. Mr. Briggs, the architect, was ordered to go ahead and have the plans perfected as soon as possible. Mr. George Turney took the contract for \$64,000, and gave a bond for \$5,000. The work of building was running along quite smoothly for a while, when Mr. Turney found that he would be the loser on the job. He was willing to forfeit his bond to be released from the contract, but the building committee prevailed upon him to finish the building, and they would

try to have his loss made good. The building was finished October 30, 1882. Mr. Turney claimed to be the loser of \$22,000. A town meeting was called to hear the report of the building committee, who recommended that \$10,000 be paid Mr. Turney, which sum was cut down to \$5,000 and passed. Mr. Wm. K. Seeley, Mr. Turney's attorney, said it would have to be either \$22,000 or a lawsuit. For two years the matter was in court and at the end of the suit Mr. Turney was awarded \$2,000.

An evening drawing school was established in 1880 and ran along for three winters with Julian H. Sterling as tutor, and some very good draughtsmen were turned out.

A commercial course was started in the high school which was largely attended.

The building of a training school was taken up in 1888. Prior to that additions were built to Jane, Sterling and Nichols Street schools. Mr. Briggs was instructed to make plans for the training school building, the lot being situated on Clinton Avenue running through to Colorado Avenue. The school was completed in 1889 at a cost, with the land, of \$60,000.

The Summerfield School was next attended to, an eight-room building was erected on the land taken from West Stratford, at a cost of about \$40,000. It was put in use in December, 1881. At the same time the Barnum District was taken into consideration. There were three small buildings on the large square lot on Noble Avenue, which were removed and a twenty-room building with assembly hall was contracted for with Mr. H. M. Purdy for \$84,000, which was finished and occupied in October, 1892 (Longstaff and Hurd were the architects).

The next pressure came from Golden Hill District and the West End. Land was bought on Sanford Avenue, 150 by 216 feet, running through to Highland Avenue, and on Maplewood Avenue, 200 by 250 feet, running through to Linwood Avenue. Eight-room brick buildings were erected thereon under the supervision of Longstaff and Hurd for \$27,000 each. They were ready for occupancy January 1, 1894. The building on Sanford Avenue was called the Wheeler School in honor of Mr. Nathaniel Wheeler. During the years 1891 and 1892 under the superintendence of Doctor Bouton. Mr. Harrington's successor, there were more or less complaints from parents about their children not getting along as fast as expected. Most of the school rooms were overcrowded so that the teachers could not do justice to their work, and the change of superintendents, with



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the new man trying hard to bring about a betterment in schooling, had the effect of making the board of education impatient, and after a sharp debate, pro and con, they voted to dispense with the services of Doctor Bouton, the superintendent, and try a new man. Dr. C. W. Deane, one of the applicants, came highly recommended, and was elected in 1893, and served the board over twenty years, when he resigned, his resignation was reluctantly accepted.

Under Doctor Deane's regime the legislature was petitioned by the board to build a state normal school in Bridgeport, which met with favor and was adopted. It was the intention of Doctor Bouton's friends to recommend him for principal, for which he was considered highly capable, but on joint meetings of the board and the board of education of the state no agreement could be reached, the state board making the conditions such that the school board could not accept them, and the whole thing fell through, the board not being willing to yield the control of some of their schools to the state as long as they had to pay for the maintenance of them.

The schools made good progress under Doctor Deane. The vacancies in the teaching corps were filled by the graduates of our own training school. The only drawback continually staring the board of education in the face was the lack of schoolhouses.

A wooden building of four rooms was built on the school grounds of Waltersville School on Hamilton Street in 1895, and the Lincoln School on Stratford Avenue was put under contract by Mr. Briggs, the architect. It was finished and occupied in October, 1897.

After the board of apportionment in January, 1899, voted to allow the one mill tax on the grand list annually for school buildings only, which was expected to yield about \$80,000 or more per year, land was bought at the corner of Sterling and Kossuth streets, and on Bostwick Avenue, and an eight-room brick building on each lot was built. The Kossuth Street School cost about \$43,000 and the Bostwick Avenue School \$44,500 with equipment. A change was made in the ventilation of these buildings, so that the foul air of each room would exhaust into a separate flue of the shaft instead of all the rooms exhausting into one open shaft, the flues having a small radiator put in to create heat and a draft.

The two buildings were finished and occupied in September, 1900. Some time previous to this land was bought on Wheeler Avenue and Alice Street for the erection of a building to relieve the pressure on Grand Street and Oak Street. Mr. Henry Howe, the architect,

was engaged to prepare plans for a sixteen-room building with assembly hall. After plans were perfected and adopted by the board, it was decided to leave off two wings of two rooms each to be built later. The twelve rooms with basements and assembly hall were contracted for and occupied in November, 1901. Mr. John C. Shelton presented a large tower clock and bell to the school, which was thereupon named the Shelton School. The cost for land and equipment was \$89,500.

The matter of physical training was approached this time by Mr. David Ginand, a member of the board, and a committee was appointed to visit schools where such training was in vogue. The committee after visiting several cities were highly pleased with the physical work done, and recommended that physical culture be introduced into our schools, which recommendation was adopted, and Harvey C. Went was selected as instructor.

Mr. J. C. Witter was appointed special instructor for writing and drawing, and Mr. F. E. Howard for vocal music.

Mr. James Spargo, who had bought the brewery property adjoining the Waltersville School, made an offer to the board to sell part of that property to give the school lot more depth. A committee was appointed who made an agreement with Mr. Spargo for fifty feet of the extreme eastern front at a price of \$6,500. It would make the lot about 253 by 140 feet. The board approved of the transaction, and an eight-room brick building was built on Gilmore Street, the eastern end of the lot, and the old brick building torn down, and twelve more rooms built in extension of the Gilmore Street School. The whole cost was \$89,827.76.

The crowding at Maplewood School at this time (1904) was so great that the board was obliged to use portable buildings until an addition was built on both ends of the building which was ready for use in August, 1905, the cost was about \$18,000 for each.

The Huntington Road School was built at the same time. Mr. Henry Lambert, the architect, had planned a wooden eight-room building at first, but before it was put under contract it was changed to a ten-room brick building which was finished in October, 1905, the cost with land and equipment was about \$60,000.

The old Black Rock School on Brewster Street having outlived its usefulness, a four-room brick building was put up. The land for this was bought as early as March, 1899, but other buildings being more pressing nothing was done toward building until 1905.

The number of children of school age increasing from year to

year, being about 800 more in 1906, which meant sixteen more school rooms, and on account of other pressing expenses of the city the one mill tax having been cut down to three-fourths mill by the board of apportionment that year, the school board found itself in a dilemma as to furnishing the necessary buildings fast enough. Land was bought on Newfield Avenue and an eight-room brick building put up at a cost of \$50,000 for land and equipment. It was occupied in November, 1906.

Mr. Witter resigned as drawing and writing supervisor, and Miss Anne D. Hallock was appointed for drawing and art work, and Mr. Prince for writing supervisor. Miss Cora M. Purviance took the place of Mr. F. E. Howard, deceased, as supervisor of vocal music. Mr. Alfred E. Eagan was appointed supply clerk March 13, 1907.

The committee that had been appointed to look up land for an additional school in the Lincoln District recommended a lot on Kelsey Street running through from Hollister Avenue to Logan Street, which could be bought for \$6,300. The recommendation was adopted and the committee instructed to buy it. Mr. Ernest G. Southey was appointed architect, and Messrs. Marigold, Monahan and Lieberum as committee to have the building erected. Mr. Southey refused to serve, for the commission offered, and Mr. C. T. Beardsley was appointed in his place, and was given the Jane Street School addition to build at the same time. Messrs. D. F. Read, A. M. Wooster, Thomas F. MacDonald and Doctor Johnson were the committee, at the time land was bought adjoining the Bostwick Avenue School, and Architect Joseph O'Brien was selected to make the plans for an eight-room addition under Messrs. Havens, Duka, Challenger and Brady as building committee. Inasmuch as the appropriation for school buildings might not be sufficient when part payments became due for these buildings, the committee were instructed to insert a paragraph in the contracts, that in such a case the contractor would have to wait until the new appropriation would be available in April, 1908.

The school on Kelsey Street, called the McKinley School, cost with land and equipment \$55,000. The one on Jane Street was called the Staples School, and cost with equipment and alterations of the old buildings \$53,840. The addition to the Bostwick Avenue School was called Longfellow and cost with land and equipment \$59,500. The three schools were ready and occupied at the beginning of the school year in autumn, 1908.

Medical inspection and free kindergartens were introduced in

1908. Fire escapes were put on the High and Prospect Street schools. The school on Grand Street was remodeled so as to gain two more class rooms and an annex building of six rooms to be built on the Maplewood Avenue School lot was voted by the board. Joseph Northrop was selected as the architect to plan and have it built. It cost with equipment \$34,570, and was occupied in June, 1909.

In May, 1908, the board voted to remodel Prospect Street School so as to improve sanitary conditions, and have better exits from the main and wing buildings. Mr. C. T. Beardsley was the architect, and the cost amounted to \$16,000.

The senior class of 1908 of the high school donated a gift of \$250, the interest of which was to be used for graduate prizes.

Mr. Long of Burr Knapp appeared before the board asking to convey some land of the Black Rock School to them for a street, so that it would be accepted by the common council. They would be willing to stand the expense of sewer, sidewalk and retaining wall. He was requested to make his proposition in writing, but such writing was not handed in, and after several months Messrs. Burr and Knapp were given leave to withdraw.

Mr. E. G. Southey presented a bill of \$1,250 for plans for the proposed alterations of the Prospect Street School, but his plans not having been used the bill was rejected, and Mr. Southey went to law about it and had \$600 awarded to him by the court.

Miss Mary Jackson was appointed supervisor of art education February 1, 1909, in place of Miss Anne D. Hallock, resigned.

In June, 1909, the board voted to establish a school for domestic science, and a room in the Wheeler School was fitted up for that purpose. It was so well patronized and so highly spoken of that another was fitted up for the East Side at the Barnum School, and two others were contemplated to be built later on.

Manual training was started at the same time, and rooms fitted up in Kossuth Street, Bryant, Prospect and Shelton schools.

A petition was handed in by Maj. Thomas Boudren protesting against compulsory vaccination of school children. He used such strong arguments that in conjunction with the board of health a public hearing was called to hear both sides. Most all physicians expressed themselves in favor of vaccination, but as most parents opposed it and refused to obey the rules regarding it, the board of education voted on November 8, 1909, to rescind all rules on vaccination.

The pressure for more room was greatest at the extreme ends of

the city, viz.: Summerfield and Black Rock School in 1908-9. It was voted to buy a strip of land in the rear of Summerfield and built a nine-room addition thereon, and also build an addition to the Black Rock School. Mr. Beardsley was appointed as architect for the latter. It cost about \$35,000, and was put in use at the beginning of the school year 1909. At the Summerfield School the board had a little trouble in procuring the land in the rear, but it was finally bought, and Architect Joseph Northrop put up the building so it could be used in September, 1910, the cost was \$45,350.

At a meeting of the board in March, 1909, the matter of a new high school was approached, and a resolution was adopted to call a public meeting in regard to asking for a bond issue of \$300,000, afterwards changed to \$400,000, to build a new high school. It dragged along favorably until in 1910 when Mr. Cullinan was instructed to appear before the Legislature to advocate the issue of such a bond, and it being passed by the Legislature a committee was appointed to look up a suitable site.

The committee appointed to select a lot for a building to relieve Jane Street School reported, recommending a lot, 150 by 192, on Stillman Street, which was bought, and an eight-room brick building built thereon by Mr. C. T. Beardsley, the architect, which was put in use January 1, 1911.

The committee to look up land for the North End School recommended a lot on Tesiny Avenue on the hill, 200 by 177, the lot was bought and Leonard Asheim was selected as architect to build a four-room building, and inasmuch as there was no sewer, to build a septic tank in the yard to drain into. The building was called Sheridan School and was finished September 12, 1911, at a cost of \$25,260.

Joseph Northrop was selected to add four rooms and basement in Shelton School at a cost not to exceed \$12,500. It was ready for occupancy March 13, 1912. At the same time committees were appointed to look up a suitable site for relief to Grand Street School, also for relief for Lincoln School and Brooklawn District, also a committee to look into the advisability of building an addition to Clinton Avenue schools.

The committee on land for Lincoln School recommended the purchase of the Jones lot, corner of Central Avenue and Revere Street for \$2,000, which was adopted and committee authorized to make the purchase, also the property adjoining owned by Frank Umstatter on Revere Street for \$2,500. The committee on land for the Brook-

lawn District recommended the purchase of land 200 feet square on Brooklawn Avenue for \$3,600, the purchase was made.

A lot on Poplar Street, corner Maplewood Avenue, was also bought, about 174 by 173 feet, for \$9,500.

The committee on site for relief of Grand Street School recommended the Burns property, corner North Washington Avenue and Commercial Street, for \$14,000. The recommendation was adopted and purchase made.

Mr. C. T. Beardsley was appointed architect for the Poplar Street School; it was to be an eight-room fire proof building, and it was ready for use in November, 1912, and was called the Bryant School. The cost amounted to \$53,600.

The Old South School on Iranistan Avenue had not been used for some time, and in September, 1911, the agent received instructions to have it remodeled for a kindergarten school. It was so done at a cost of \$1,000.

In the November meeting, 1911, a committee was appointed to look up high schools to ascertain the number of rooms needed for the purpose. March 15, 1912, the committee on site for new high school recommended the land on Lyon Terrace, running from Congress Street to Golden Hill Street, belonging to Mrs. Alice Watson, Mrs. Margaret D. Kelley and Frank Hurd. Recommendation was adopted, but as no satisfactory agreement could be made with Mr. Hurd for his part of the land, the Superior Court was appealed to to fix the purchase price to be paid to Mr. Hurd. The land with the necessary preparation to build cost \$67,000.

At a meeting in April, 1912, it was voted to build an eight-room building to relieve Grand Street, with the intention of making it a sixteen-room building later on; add four rooms to Myrtle Avenue; buy land and build a four-room building on Bostwick Avenue, and buy a lot on Nichols Street and build a school to relieve the condition in that section.

Mr. C. T. Beardsley was selected as architect for the building on the Burns property, corner of North Washington Avenue and Commercial Street. It was occupied in September, 1913, the cost was \$59,021 including the land. One year later four rooms were added at a cost of \$21,167.

For Myrtle Avenue Mr. Frederick Cooper was selected as architect to add four rooms and make the building fireproof. The school was ready for occupancy November, 1913. It cost \$33,955.

At Nichols Street the property adjoining the old school was



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bought for \$5,800, the old schoolhouse razed and a sixteen-room fireproof building was erected by Mr. Leonard Asheim, the architect, who turned it over to the board in April, 1915, at a cost of \$92,071. The new school was called the Franklin School.

To relieve Bostwick Avenue School Mr. Asheim was also selected to build an eight-room fireproof brick building on the lot corner of Wordin and Bostwick avenues, donated by the city for that purpose, which was finished and occupied in the spring of 1915 at a cost of \$41,213 and was called the Jackson School. A new departure from the ventilation system was used, recommended by Mr. Samuel H. Wheeler, which proved highly successful.

On account of the Collinswood Schoolhouse fire in 1913, where a lot of children met their death, school authorities all over the country were thrown into great excitement. The Legislature of Connecticut made a law compelling all school authorities to have iron fire escapes on all schoolhouses. The law contained a clause, however, whereby schoolhouses with two or more exits could be exempt, and it was given in authority to the chief of fire department to decide where there was to be an exemption. All the schoolhouses in the city could have been exempted under that law, but the chief of the fire department would not give his consent unless the buildings were strictly fireproof. The board of education had to build fire escapes on thirteen buildings at a cost of \$34,000. All schoolhouses built thereafter were made strictly fireproof.

Land was bought from the Gilman tract between Whittier Avenue and Orland Street from street to street for \$6,000, and an eight-room building was built thereon by Architect Asheim who received instructions the following year to add four rooms more. The building cost \$67,000. The main building was occupied September, 1913, and the addition September, 1915.

In order to meet all expenses for school sites and buildings, which could not be done by the one mill tax, serial notes of \$200,000 were issued by permission of the Legislature in 1914. In 1915 only one-half mill tax was laid which yielded \$57,517.15. It was therefore necessary to bond the city for \$200,000 more, which was done.

In 1916 the board of apportionment omitted the one mill tax and recommended that another bond issue of \$300,000 should be voted on by the citizens, which was passed by a good majority. Proposals were advertised for, by J. Gamble Rogers, who was selected by the board as architect to build the new high school, in November, 1913. The bids running way above the \$400,000 allowed, it was voted by

the board to put the building under contract and make the two end wings conditional upon an additional bond to be issued by permission of the Legislature. Eighty thousand dollars was therefore asked for to finish the building and \$45,000 for equipment. It was readily passed by the Legislature, and the financial part on account of the new high school was therefore settled with the bonding of \$525,000. But there was a great deal of trouble ahead and Mr. E. H. Havens, the president of the board, did an immense amount of work to steer the operations of the new building to a successful end. The cost was within the appropriation. In the early spring of 1916 the school was moved from the old building into the new one. The class of 1912 presented a speaker's desk and chair. While the new high school was in course of erection superintendent of schools, Mr. C. W. Deane, severed his connection with the board, having given six months previous notice. Mr. Samuel J. Slawson was elected in his place. Mr. Geo. K. Post, who was supervisor of writing after Mr. Prince had left the service, also resigned, and Mr. William J. McAndrew was elected in his place. Another supervisor of music in the person of Mr. Clayton P. Stevens was appointed.

The Italian societies of Bridgeport presented to the board a bust of Christopher Columbus which was thankfully received and placed in the grounds of Columbus School.

The building of the annex to the Lincoln School was put in charge of Frederick Cooper. A building of eight rooms and an assembly hall on the ground floor was planned and erected. It was occupied in part on September, 1914. The cost amounted to \$65,320.

Mr. Cooper also had charge of an addition of four rooms to Oak Street School and fireproofing the old building, which was accomplished by April, 1915, at a cost of \$37,623. The school was named Webster School.

To relieve Shelton School land was bought on North Avenue, 200 by 250 feet, for \$10,000, and Architect Joseph Northrop selected to build a sixteen-room building thereon. It was finished and occupied in January, 1915, its cost was about \$101,700, including land, and it was named Read School in commemoration of the Read family who had done so much for the schools and the city.

At the same time land was bought on Clermont Avenue between Pixley and Willow streets, 220 by 240/267 feet for \$5,000, and an eight-room brick building was erected thereon by Mr. Fred Cooper at a cost of about \$44,000, including the land; it was called the Hall School and it was finished in 1915 and occupied after the spring vaca-

tion of 1916. An addition of eight more rooms and an assembly hall on the ground floor was decided on to be built, and is under way at the present time (September, 1916) at a cost of \$64,179.

An addition of eight rooms is also being built at the Garfield School on Stillman Street by Mr. Frederick Cooper, the architect, which will cost \$43,793. An addition of four rooms to the Bryant School was built by Architect C. T. Beardsley at a cost of \$22,531, and occupied in September, 1915.

The committee which had been appointed to look into the matter of relief to the Clinton Avenue School reported that no land suitable for a new schoolhouse was available in the neighborhood and recommended that an addition be built on the Clinton Avenue side of the present school, which recommendation was adopted and Mr. Asheim selected to make plans for a nine-room addition, which plans were accepted and the addition is in course of erection at a cost of \$71,785 at the present time (September, 1916). The school is to be named Elias Howe School.

Land on Wayne Street and Fairview Avenue was bought for \$5,900, and Frederick Cooper selected to build a sixteen-room brick building thereon at a cost of \$94,500 minus heating and plumbing. Land was also bought on Linwood Avenue for \$5,511 and Mr. Asheim instructed to make plans for a junior high school, which plans when accepted were put under contract for the sum of \$109,394.

On March 13, 1916, Messrs. Webster, De Loss and Hurley were appointed a committee to look into the prevocational work in the old high school. Upon their report on March 28th Mr. F. O. Smith was elected as director of industrial education.

On May 18, 1916, a committee was authorized to negotiate with Louis and Fanny Baumrind, Lorenzo and Fedelio Padella, James Landon, Charles and Fred C. Rosele and Louise Knochenhauer regarding purchase of their property to be added to the Waltersville School grounds.

On August 16th the board voted to buy the O'Neil lot at a price not to exceed \$1,225 to be added to the Wayne Street School lot.

On account of the prevailing infantile paralysis in the summer of 1916 the board of health recommended that the vacation of school children be extended to September 26th. The board of education voted to so extend it.

CHAPTER XIX

JOURNALISM

BY LYNN W. WILSON

BRIDGEPORT NEWSPAPERS

Somebody has said that, given a mind of a sufficient order it would be possible to read the history of the universe in the constitution of a pebble. The statement contains an element of exaggeration, but it would certainly be possible to reconstitute the history of Bridgeport from a scrutiny of the files of its newspapers, of which the four principal ones at this time, in the order of their birth, are The Bridgeport Evening Farmer, The Bridgeport Standard, The Bridgeport Post and The Bridgeport Telegram.

Of these the two first began humbly as weeklies and were hoary with age when the last two entered the field as full fledged dailies. And these four dailies are but the remainder of many efforts, made during 127 years. They are the survival of the fittest. Many were called, but few were chosen.

The Bridgeport Evening Farmer had its lowly beginning in a lofty mission, when in 1790, it came into being in Danbury, under the name Farmer's Miscellany, to give expression to the lofty idealism of Thomas Jefferson. It was founded by Stiles Nichols, a sturdy people's champion, who made it victorious over several rivals.

In 1790 the London Times was two years old. The Federal Constitution was made but eleven years. There was a state church in Connecticut, and the constitution which was to abolish it was twenty-nine years in the future. Bridgeport, then known as Newfield had not attained independent legislative recognition.

Newfield grew until, in 1800, the Legislature raised it as the Borough of Bridgeport, and thither came the staunch democrat, Stiles Nichols, in 1910, bearing The Farmer, which for 117 years thereafter was to be flesh of its flesh with Bridgeport, and a follower of democracy for better or worse, during times of good and of ill repute.

The Farmer was not the first newspaper that adorned the budding city. In 1793, Lazarus Beach, who combined the honorable callings of printer, bookseller and stationer, issued the American Telegraph, weekly, from the office at Wall and Water streets, opposite the old Washington Hotel. In 1805 Samuel Mallory began the Bridgeport Herald, and in 1806 Hezekiah Ripley tested fortune with the Bridgeport Advertiser, price \$1.50 per annum; cash or barter. In that very 1910 The Connecticut Courier was inaugurated, and endured for twelve years.

These were papers with a passing mission; they came and went, but The Farmer, preaching the rights of the common people and the doctrines of Jefferson, grew in prosperity and influence. There were ripples on the journalistic waters. In 1826 L. Bradley & Company printed the Connecticut Patriot, at their office, Main and State streets, opposite the Steamboat Hotel, later the Franklin House.

In 1830 Edmund Fanton began The Bridgeport Republican, which contained the germ of a long life.

In the meantime there arose an agitation against Free Masonry, which culminated with the disappearance of the unfortunate Morgan. Bridgeport's part in this storm was manifested by The Spirit of the Times, published by George Smith, Jr., with violent denunciation of the Masonic orders. It attained a following, outlived the occasion of its birth, passed into the possession of John Swaine, and out of existence.

The times were changing. The Federal Constitution was not the last word in democracy. The abolition of the state church was not all the freedom Connecticut desired. Bridgeport, even then distinguished for the industry of its citizens, rather than by its wealth, was acquiring new notions of the equality of man. The democratic party, long victorious, had become aristocratic, had become the shelter of wealth and privilege; no longer entirely represented the toilers.

There was a new radicalism, led by younger men, and as a consequence of this new spirit another newspaper came, which was to represent during many years the republican party, not yet born, as faithfully and as intelligently as The Farmer represented the democratic party.

In 1839 A. A. Pettengill purchased of Edmund Fanton the Bridgeport Republican, of which he became editor and proprietor, changing its name to the Bridgeport Standard.

The Farmer and the Standard, as weeklies, shared the field be-

tween them, while events were moving faster and faster toward the Civil war and the end of chattel slavery.

The Farmer had been consecutively published by Stiles Nichols, Stiles Nichols & Son, Pomeroy and Nichols, William S. Pomeroy, Pomeroy & Morse until the war was about to break. The Farmer true to its traditions, and casehardened in an ancient faith, edited then by a Southern democrat, reaped to the full the consequences of its stubborn spirit.

One afternoon a mob visited its printing shop, wrecked its offices, destroyed its equipment, and sought the editor, who saved his life by fleeing over the neighboring roofs.

The Standard had undergone numerous changes. In 1848 Pettengill admitted Julius S. Hanover to an interest in the business. In 1850 The Farmer undertook as a daily. In 1853 the Standard followed with a tri-weekly edition, which became a daily in 1854.

In 1863, John D. Candee of New Haven, a man of strong convictions and excellent talents, succeeded the firm of Pettengill & Hanover. The Standard entered upon its period of unalloyed prosperity, and for a time was easily the leading paper of this part of Connecticut. Its fortunes increased with the victory of the North. It prospered as the republican party took over the reins of power.

The Farmer and Standard, the one unflinchingly democratic, and the other as loyally republican, shared between them a growing field, substantially without opposition, until 1874, when Maj. Henry M. Hoyt, L. C. Prindle and John Beardsley started the Morning News, which lasted for thirty days. It was October 27, 1879, when the News was started again, by Hoyt, who ran it until 1885, when it was purchased by L. C. Prindle and Rufus Lyon, an uncongenial partnership, soon terminated.

This Lyon was of notable ability. He became city editor of The Farmer, a post he occupied during many years. He was the first of Connecticut newspapermen to grasp and apply the principles of modern newspaper making. Under the influence of his precept and example the newspapers of Bridgeport became more newsy and less didactic. Comment and criticism withdrew from the news columns and took their proper place on the editorial page. The news, by the method of its presentation, took on a new flavor of interest. Mr. Lyon remained easily the head of his profession in Bridgeport, until weary with service he retired to his home in Redding, which is a mecca for newspapermen who owe their training and success to him.

The Farmer, The Standard and The News shared the field with-

out serious interruption until February 7, 1883, when George W. Hills issued the first copy of the *Evening Post*, a four column sheet, 15 by 22, and sold it for a penny.

The *Farmer* was born to meet the necessities of Jeffersonian democracy. The *Standard* owed its success to that chain of belief which culminated in the victory of the anti-slavery party. The *News* had arrived without any particular reason, because it seemed as if the city was large enough to support a morning paper.

The *Post* was born of economic causes. There had been changes in the way of making news print paper. Wood pulp was used instead of rags, and the price had dropped to a mere nothing. Printing machinery had been speeded up and improved. Mr. Hills, less of an editor than a business man and a mechanician, saw distinctly that it was possible to produce a penny paper at a profit. He launched the *Post* at half the price of his competitors, who perceived too late the strength of his position, and so failed to reduce the price of their own papers soon enough to strangle an unexpected competition.

By legitimate succession The *Farmer* passed to Pomeroy, Gould & Company, to Gould & Stiles, and finally to The *Farmer Publishing Company*, of which the active head is, and for many years has been, Floyd Tucker, a democrat of strong convictions, who runs his newspaper in accordance with his faith.

In 1867 The *Standard* became a corporation with John D. Candee, as its active head until his death. From this period, and until the present, George C. Waldo, now eighty-four years old, the dean of Connecticut journalism, has been associated with this newspaper, and most of the time in charge of its editorial policy.

As the democratic party lost in progress and gained in dogmatism, so the republican party entered upon a period of arrested progress and defeat, The *Standard* sharing the fortunes of the party. The *Farmer* gained in prestige, as the national democracy again consolidated its power.

In this present year, The *Standard*, suffering by a too close advocacy of property rights, waned to such a state that the property was purchased by a corporation of which George C. Waldo, Jr., is the head. The publication is continued under the name, *Standard-American*. Revived in spirit and in ideals by its change of ownership, the *Standard-American* seems sure of a strong future.

The *News* lived out its little day, and was destroyed at the opening of the twentieth century by the *Morning Union*, a transient

publication, which in its turn disappeared by absorption into the Telegram, a morning daily started by George W. Hills, who had started the penny Post.

The Union was started by Charles D. Ocain and Frederick Bartlett, now judge of the city court. It was edited at various times by B. M. Bushong, William H. L. Preston and Lynn W. Wilson. Mr. Preston was perhaps from a literary standpoint the most brilliant of Connecticut journalists of the last twenty years, but died before his unusual powers were known outside the circle of his fellow workers.

In time Mr. Hills, tired of the labor of the day, sold the control of The Post to F. W. Bolande and others, and later sold the Telegram to Kenneth W. McNeil and Archibald McNeil, Jr.

These gentlemen brought about the consolidation of both papers, which, with the Sunday Post, are printed under one roof, in the same plant, with consequent large economies.

Mr. Bolande, who had long been editor of The Post, under the Hills ownership, lived to see the consolidated papers attain an unprecedented prosperity and died while yet a young man. From his widow the Messrs. McNeil obtained the Bolande interest, and are now the active owners and managers of these strong and growing properties.

In the whole, the movement of journalism in Bridgeport has been in the direction of independence. The partisan newspaper is disappearing. The independent newspaper, with loose affiliation to party, is becoming more numerous. The Standard-American, the Post and the Telegram are so called independents. The Farmer is less rigidly partisan than it used to be.

Various attempts have been made, generally without much success, to create socialist or labor newspapers. If partisan journalism has a rebirth in Bridgeport, it will be in the interest of these more recent apostles of economic change.

The history of journalism in Bridgeport is not entirely a history of ownership. Floyd Tucker earned his spurs in every department of the service. George C. Waldo, Sr., became distinguished mainly through his editorial column. George C. Waldo, Jr., served an apprenticeship in editorial positions on The Farmer, The Standard and The Telegram, before he adopted the role of publisher. Frank W. Bolande began as a reporter, and served in nearly every position on a newspaper. James L. McGovern, now collector of customs for the Connecticut District, became widely known by his capacity

in the display of news. He was long city editor of *The Farmer*, and with Mr. Bolande inaugurated the epoch in which names were the thing, and the happenings of the news came to be displayed upon the theory that there are more of the common people than of any other kind. Under this theory of newspaper making the society column ceased to be a record of the doings of notables, and became the medium of anybody who gave a party. Lynn W. Wilson is known chiefly as an editorial writer. Sidney W. Challenger is a noted authority on sports.

Today Bridgeport newspapers are among the strongest and the most liberal in the United States. Never have they had higher ideals, sounder business management, or stronger editorial departments. The young men now entering Bridgeport journalism in the whole are the superiors of their predecessors, and in their hands the newspapers will lose nothing in merit or influence.

An aftermath of the Civil war was the *Bridgeport Sun*, originally known as the *Budget* and afterward as the *Star*, which was published intermittently by William H. May. This newspaper was intended as a successor to "The Old Flag," which during a period of fourteen months Captain May had issued at Camp Ford, Tyler, Tex., printing each letter laboriously with a pen. The *Sun* was distinguished by its broad satire, and by its drawings rudely, but impressively, made by the editor.

During the period when Bridgeport dailies were coming to their full growth and authority there was a recession in the number and power of weeklies issued in cities. Despite the set of the times the *Sunday Herald* ————— was inaugurated by Swift. Since the death of Mr. Swift the *Herald* has been managed and edited by Richard Howell. Mr. Howell is one of the greatest living authorities on sports, and it is largely by the interest in his writings upon this subject that the *Herald* has had its long life and its continued prosperity.

CHAPTER XX

MILITARY HISTORY

WAR A LARGE PART OF HISTORY—THE REVOLUTION—ITS CAUSES—
STAMP ACT—"LEXINGTON ALARM"—MINUTE MEN—REGIMENTS
OF 1775—AT TICONDEROGA—ELMORE'S REGIMENT—THE "CON-
NECTICUT LINE"—THE WAR IN FAIRFIELD COUNTY—BRITISH EX-
PEDITION TO DANBURY—BURNING OF FAIRFIELD—CAPTURE OF
FORT GEORGE—AFTER THE WAR—WAR OF 1812—WAR WITH MEX-
ICO.

Much of the history of human progress centers about the deeds of great generals and their armies. Savage races have been compelled by force of arms to give way to the march of civilization; aggressive wars have been waged by strong nations for the conquest of weaker ones, or to uphold the regal power and "divine right" of kings; and defensive wars have been fought to maintain established government or to advance the rights and liberties of the people. The independence of the United States was gained only by a war which lasted for eight years, and of all the great nations of the civilized world the United States is perhaps the only one which has never declared war except to defend her institutions or to secure greater liberties for downtrodden humanity.

In the chapter on Indian History reference is made to the early wars with the red men who inhabited Connecticut when the first settlers came, and it is the province of this chapter to deal only with those wars in which the white race was concerned, viz.: The Revolutionary war, the War of 1812, the Mexican war, the Civil war of 1861-65, and the war with Spain in 1898-99.

THE REVOLUTION

In the very beginning of English settlements in America, it was a radical element that came to the New World to escape the persecu-

tions of the conservatives—those who were satisfied with existing conditions. Once here, they besought the British Government for charters which would give them control of local affairs. To “keep them quiet” such charters were granted to several of the colonies. That is where Great Britain made her first mistake, if she intended or expected to retain control of her American colonies. Under the liberal charters came the town meeting, which Thomas Jefferson declared to be “the vital principle of their governments and have proved themselves the wisest invention ever devised by the wit of man for the perfect exercise of self-government and for its perpetuation.”

In the town meeting the people acquired almost from their infancy the habit of discussing, deliberating and judging of public matters. It was in these assemblies of towns or districts that the sentiment of the people was formed. Here were chosen the representatives to the General Court. To these representatives were given instructions filled with important and minute detail, and they were held to a strict accountability. The king and his ministry were beyond the sea, but the constituency of each member of the General Court was near at hand and to that constituency he must answer. There could be no evading, no shirking the responsibility. The law-makers in the General Court belonged to the same class of men who spoke boldly in town meeting, and the same spirit governed their actions as legislators.

Notwithstanding the liberties granted to the colonists of New England by the Mother Country, they remained loyal to the monarchs of England for almost a century and a half before an open rupture occurred. They rendered valuable aid in the war between England and France, both in men and money, and when the war ended by the reduction of Canada in 1760 the event caused general rejoicing throughout the colonies. On October 25, 1760, began the reign of George III. He has been described as “narrow-minded, self-willed, jealous of his royal prerogatives, envious of others’ greatness, and resentful of all difference from his wishes on any public measure as a personal offense against the King.”

Soon after the close of the French and Indian war, the British Parliament, with the sanction of the king, formed a plan for raising part of the expense of that war by taxing the colonies. To this end an act was passed laying a duty on all paper, vellum or parchment used in America, and declaring all documents written on unstamped paper to be null and void. This act, known as the “Stamp Act,” received the royal assent on March 22, 1765. Immediately there was a

storm of protest from the people of the colonies. An organization known as the "Sons of Liberty" was formed for the purpose of resisting the act; merchants associated themselves and agreed not to import any goods from Great Britain until the obnoxious law was repealed; and Massachusetts sent out a call to the other colonies to send deputies to a convention to be held at New York in October. In response to that call deputies from nine of the colonies met at the time and place appointed and voiced their opposition to the act in no uncertain language. They adopted "a declaration of rights and grievances," sent a petition to the king and a memorial to each house of Parliament urging the immediate repeal of the act. This spirited and unexpected opposition, seconded by the eloquence of William Pitt and other friends of the colonists in Parliament, resulted in the repeal of the Stamp Act on March 18, 1766, four days less than one year from the time of its enactment.

Although the Stamp Act was repealed before the British Government was able to derive much revenue from its operations, the English ministry still persisted in their scheme of raising revenue by taxing the colonies. In 1767 an act was passed laying duties on glass, painters' colors, paper and tea imported into the colonies. The duties were made slight, in the hope that the people of America would pay them without murmuring. But it was not the amount of the tax, so much as the principle involved, that aroused opposition. On December 16, 1773, a number of Bostonians disguised as Indians marched to Griffin's wharf, boarded some ships loaded with tea and threw 340 chests into the waters of the harbor. This affair, frequently alluded to in history as the "Boston Tea Party," brought a retaliation on the part of Parliament, which in March, 1774, passed the "Boston Port Bill," prohibiting all intercourse with that town by water and removing the public offices to Salem. General Gage was also appointed military governor. Every town in New England sympathized with Boston. The people of Fairfield, Connecticut, held a meeting and donated 634 bushels of rye, 116 bushels of wheat and other commodities for the relief of the people of Boston in their distress.

THE "LEXINGTON ALARM"

General Gage arrived at Boston in May, 1774, and four regiments of British regulars were quartered in that city to overawe the rebellious inhabitants, enforce the obnoxious laws and the orders of the British ministry. Seeing that open conflict was inevitable, the



MEMORIAL FOUNTAIN, SOUTHPORT



BEACH LANE, FAIRFIELD, UP WHICH THE BRITISH MARCHED IN 1779

THE
LIBRARY
OF THE
MUSEUM OF
ART AND
ARCHITECTURE
OF THE
UNIVERSITY OF
CHICAGO

colonists organized companies of "Minute Men," that is men who would respond on short notice, and voted funds to lay in supplies of ammunition. On December 19, 1774, a town meeting was held in Stratford, Conn., at which the Boston Port Bill was denounced and a committee, consisting of Philip Nichols, Josiah Hubbell, David Hawley, Nathan Bennitt, Stephen Burroughs and Legrand Cannon, was appointed "to solicit and transmit to Boston such donations as they shall receive, by any safe opportunity, addressed to the committee appointed to take care of and employ the poor of that place."

On the night of April 18, 1775, a detachment of British troops left Boston for the purpose of destroying some military stores at Lexington and Concord. Paul Revere rode ahead of the soldiers and spread the alarm. This ride has been made immortal by Longfellow's poem. When the detachment reached Lexington on the morning of the 19th the commander found a motley collection of "Minute Men" assembled on the village green. Though "raw" and without uniforms or military discipline, the farmers could shoot and the British were forced to retreat with heavy loss. There were no telegraphs or other means of quick communication in those days, but the news of the affair spread throughout New England with startling rapidity. Fairfield County, Conn., was one of the first to send a company of troops to the relief of Boston. That company was made up as follows:

David Dimon, captain; Peter Hendrick and Edward Burroughs, lieutenants; Wakeman Burr, ensign; Abijah Sterling and Aaron Hubble (Hubbell), sergeants; Ebenezer Wakeman, clerk.

Privates—David Annabel, Israel Bibbins, Walter Buddington, Isaac Burr, Jonathan Darrow, Thomas Elwood, John Fuller, Solomon Green, Benjamin Hall, John Hayes, Isaac Hubbell, Joseph Hubbell, William Hubbell, Nathan P. Jackson, Isaac Jarvis, Isaac Jennings, William Jennings, Zebulon Kirtland, Josiah Lacey, Levi Mallery, Abijah Morehouse, Uriel Morehouse, Daniel Morris, Jr., Paul Nichols, John Pearson, Nathan Seeley, Daniel Sherwood, Ebenezer Squire, Joseph Squire, Judson Sturges, Andrew Thorp, Nathan Thorp, Andrew Wakeman, Nehemiah Whitney and Daniel Wingfield.

The company was in service for seven days, when the immediate danger was past and the men returned to their homes. Capt. Joseph Hoit's company of Stamford was also in service for eight days on the occasion of the "Lexington Alarm." Subsequently Captain Dimon's company marched to the relief of New York, but several

changes had been made in the personnel of the company. James Hambleton succeeded Edward Burroughs as lieutenant; John Mills, Albert Chapman, John Odle and Aaron Hubble were the sergeants; eighteen of the privates dropped out and the following recruits had been added: Daniel Bament, Nathan Bradley, Samuel Bradley, Ezekiel Canfield, Samuel Chard, Asael Disbrow, Nehemiah Fowler, Shubael Gorham, Joseph Green, Joseph Hayes, Andrew Hendrick, James Knapp, William McCarthy, John McKee, Gideon Morehouse, Josiah Smith, Joseph Stratton, Moses Sturges, David Sturges and Peter Winton.

REGIMENTS OF 1775

Soon after the battle of Lexington the Connecticut Legislature passed an act calling for volunteers. Under this call the Fifth Regiment came largely from Fairfield County. It was mustered into service with the following officers: David Waterbury of Stamford, colonel; Samuel Whiting of Stratford, lieutenant-colonel; Thomas Hobby of Greenwich, major; Charles Webb, Jr., of Stamford, adjutant (afterward transferred to the Seventh Regiment); John Mills, adjutant after the transfer of Webb; Simeon Seleck of Stamford, John Mills and Thomas Couch of Fairfield, quartermasters; Dr. John Wood of Danbury, surgeon; Samuel Whiting and Asel Fitch, surgeon's mates.

David Waterbury enlisted as captain of the First Company and was commissioned colonel of the regiment on May 1, 1775. Samuel Whiting enlisted as captain of the Second Company and was at the same time promoted to lieutenant-colonel. When Captain Waterbury was made colonel Lieut. Sylvanus Brown was promoted to the captaincy. In this company Jonathan Whiting served as lieutenant and Samuel Hait as ensign. The lieutenants of the Second Company were Elijah Beach and Robert Walker and the ensign was Judson Whiting.

The Third Company came from Greenwich and was officered as follows: Thomas Hobby, captain (promoted major); Bezaleel Brown and Samuel Lockwood, lieutenants; John Waterbury, ensign.

Fairfield furnished the Fourth Company. Its captain was David Dimon, who had answered the "Lexington Alarm" with his company before the Legislature called for troops. The lieutenants were Peter Hendrick and Wakeman Burr, and the ensign was Josiah Lacy.

Matthew Mead was captain of the Fifth Company, which was

raised in Norwalk. The other officers of this company were: Levi Taylor and William Seymour, lieutenants; Joseph Betts, ensign.

The Sixth Company was a Danbury organization, with Noble Benedict, captain; Joseph Clark and Ezra Stephens, lieutenants; Daniel Heacock, ensign.

A large part of the Seventh, Eighth and Ninth companies came from outside Fairfield County. Albert Chapman of Fairfield was captain of the Seventh Company; Joseph Smith of Newtown was captain of the Eighth, and Jabez Botsford, also of Newtown, was a lieutenant in the company. In the Ninth Company Samuel Keeler of Norwalk was one of the lieutenants.

The Tenth Company's officers were: Zalmon Read, captain; Ezekiel Sanford and David Peet, lieutenants; Benjamin Nichols, ensign. A number of the privates in this company were Fairfield County men, but the muster rolls do not always give the residence.

Charles Webb of Stamford was captain of the First Company in the Seventh Regiment, but was promoted to the colonelcy when the regiment was mustered into service, and Charles Webb, Jr., was transferred from the Fifth Regiment as adjutant. Stephen Betts was a lieutenant in the First Company of this regiment and Hezekiah Davenport was clerk of the company.

The Fourth Company of the Seventh Regiment was commanded by Joseph Hait of Stamford as captain, and John Odell was ensign of the company.

AT TICONDEROGA

One company of the Fifth Regiment (the Second) marched with Ethan Allen against Ticonderoga. It was commanded by Lieut.-Col. Samuel Whiting, and as it was the only Fairfield County company in that campaign the muster roll is given in full. Elijah Beach and Robert Walker, lieutenants; Judson Whiting, ensign; Samuel Ward, Aaron Benjamin and Ephraim Beardsley, drummers; George Benjamin, fifer.

Privates—Enoch Bailey, John Bassett, David Beardsley, Lemuel Beardsley, Chauncey Beardsley, Ephraim Bears, Silas Bears, James Beebe, David Beers, Joseph Beers, Josiah Beers, Joseph Birdsey, Thaddeus Birdsey, Nathaniel Booth, George Borough, Isaac Brooks, Isaac Brown, James Burton, William Burton, William Burton, Jr., Enoch Coger, John Cramfoot, Roger Crary, Barabas Cunningham, David Curtiss, James Curtiss, Jonathan Curtiss, Jones Curtiss, Wil-

liam Curtiss, John Davenport, Henry DeForest, William DeForest, John Downing, James Downs, John Downs, Abel Edwards, Samuel Edwards, Abel Fairchild, John C. Fairchild, Thomas Fairchild, Samuel French, Thomas Fulford, William Gorham, William Grant, Daniel Hall, Abram Hawley, Gideon Hawley, Nathaniel Hawley, Jonas Hinman, Samuel Hows, Joseph Hubbard, James Hughis, Mead Hurd, Ephraim Johnson, Ephraim Jones, Beach Judson, Joel Judson, Bryan Kollekelly, Nathaniel Lamson, James Liniham, Robert Lines, John Munrow, Mansford Nichols, James Norton, Nathaniel Osborn, William Osborn, John Peck, Daniel Peet, David Phippeney, William Russell, William Russell, Jr., John Slawtry, Jesse Smith, John Smith, William Southworth, Thomas Stratton, Peleg Sunderland, Nehemiah Thompson, Ebenezer Vost, William Wainwright, Joseph Wakeley, Samuel Wakeley, Abel Walker, Hezekiah Ward, Benjamin Watkins, David Whiting, Levi Whiting, John Witelus, Hezekiah Whitmore.

ELMORE'S REGIMENT

In Col. Samuel Elmore's regiment in 1776, Albert Chapman was captain of the First Company; John Waterbury and Shubael Gorham, lieutenants; and James Chapman, ensign.

In the Second Company of the same regiment, Robert Walker of Stratford was captain; Samuel Webb of Stamford, a lieutenant; and William Hubbell of Stratford, ensign.

THE "CONNECTICUT LINE"

In the "Connecticut Line"—1777 to 1781—Joseph Walker of Stratford served as an aide-de-camp on the staff of Maj.-Gen. Samuel H. Parsons; Hezekiah Ripley and Samuel H. Phillips of Danbury. Eliphalet Lockwood of Norwalk, and John Squire, Jr., of Fairfield, were commissaries.

The Second Regiment of the "Line" was commanded by Col. Charles Webb of Stamford; Samuel Wheaton and Charles Webb, Jr., served as quartermasters; John Mills, Stephen Betts and James Beebe, as captains; Seth Weed, Isaac Keeler, Samuel Hickock (or Heacock) and Eli Barnum, as lieutenants; and Nathaniel Booth and Isaiah Betts, as ensigns.

In the Fifth Regiment Matthew Mead of Norwalk was lieutenant-colonel; Amos Benedict of Danbury and Hezekiah Rogers of Norwalk, served as adjutants; Ezekiel Sanford of Redding, Josiah Lacey

of Stratford, Samuel Hait of Stamford, and Thaddeus Weed of Stamford, as captains; Nehemiah Gorham of Stratford, John Odell (name also spelled Odle) of Stamford, Samuel Loekwood of Greenwich, as lieutenants.

Albert Chapman and Phineas Beardsley held commissions as captains in the Seventh Regiment of the "Line;" James Barnes and Thomas Starr were lieutenants in the same regiment.

John Chandler of Newtown was colonel of the Eighth Regiment; Joseph Hait of Stamford, lieutenant-colonel; Aaron Benjamin of Stratford, adjutant; Sylvanus Brown of Stamford and Selah Benton of Stratford, captains; Bayze Wells of Stratford, Ephraim Kimberly of Newtown, and Aaron Benjamin of Stratford, lieutenants. Lieutenant Benjamin was promoted to adjutant of the regiment.

Ten companies of the "Connecticut Line" were with General La Fayette at the surrender of Cornwallis, October 19, 1781. David Bates, a Fairfield County man, was captain and quartermaster in Col. Seth Warner's regiment, and a few men from the county served in Colonel Sheldon's Light Dragoons.

THE WAR IN FAIRFIELD COUNTY

That the people of Fairfield County were fully awake to the situation is seen by the action of some of the town meetings in the early years of the Revolution. On December 19, 1774, a town meeting in Stratford indorsed the action of the Continental Congress and appointed a committee "chosen in several parts of the town to observe the conduct of certain persons," whose loyalty to the colonial cause was suspected.

A year later, December 18, 1775, another meeting in the same town appointed the following "Committee of Observation:" Robert Fairchild, John Brooks, Isaiah Brown, Samuel Whiting, Daniel Judson, William Pixlee, Isaac Nichols, Joseph Curtiss, Agur Judson, Ichabod Lewis, Daniel Fairechild, Abram Brinsmade, Nathan Booth, Lemuel Blackman, Stephen Burroughs, Elnathan Curtiss, Abijah Starling, David Wilcockson and George Thompson.

On February 16, 1776, a town meeting in Fairfield decided upon the following measure of defense: "It is voted Allowed & Ordered that twenty-five able bodied men be raised by Volunteer Enlistment at the Discretion of the authorities and Selectmen of said town, under the command of a Lieutenant and two Sergeants to be improved (employed) in erecting works of defence at such place & manner in said

Town as the said Authorities &c. shall direct for watching &c. as shall be necessary to continue until the First day of November next unless sooner released by the General Assent of this Board, said men to have the same pay & Wages as the Army near Boston & to be allowed eight pence per day for their provision and Support during said term."

Under this order "Fort Black Rock" was built on Grover's Hill, commanding the mouth of the harbor. It guarded the entrance to the harbor and the Penfield Mills near the mouth of the Unquowa River, then operated by James Penfield, who daily used several barrels of flour in making bread for the soldiers.

BRITISH EXPEDITION TO DANBURY

On April 25, 1777, twenty-six British ships appeared in the Long Island Sound off Norwalk and a force of some two thousand men, commanded by Gen. William Tryon, the tory governor of New York, was landed at Cedar Point, about four o'clock in the afternoon. Tryon's object was to capture some military stores at Danbury, about twenty miles north of Norwalk. As soon as the troops were landed the march to Danbury commenced and that town was reached about two o'clock on the afternoon of the 26th. The small garrison there, when it was learned that a large force of the enemy was approaching, carried away the greater portion of the ammunition and part of the provisions, but made no attempt at resistance, leaving the town at the mercy of the British.

General Silliman, then in command of about five hundred of the Connecticut militia at Fairfield, hearing of the movement, marched his little army to the relief of Danbury. Colonel Cook, who was in command of the garrison at Danbury, had despatched a messenger to General Silliman, but the messenger, a young man named Lambert Lockwood, was captured by some of Tryon's men engaged in foraging over the country. Silliman also sent messengers to all the militia companies within striking distance, urging them to hasten to Danbury. When Tryon, through his tory spies, learned that the militia was concentrating against him, he set fire to the town and began his return march toward his ships. He afterward claimed that in trying to burn the stores the town was accidentally set on fire.

Gen. David Wooster and Gen. Benedict Arnold were at New Haven when the news of Tryon's movement reached that city. Collecting such forces as they could on short notice, they hurried to

reinforce General Silliman, who was doing all he could to harass the enemy's retreat. So effective were his efforts that it was midnight when Tryon's rear guard arrived at Bethel, less than three miles from Danbury. Here hostilities ceased until the following morning. As soon as it was light enough to see, Tryon was on the move toward Norwalk, with Silliman still clinging to his rear and flanks. At Redding Silliman was joined by Wooster and Arnold. The latter by a forced march reached Ridgefield, thus getting the British between two fires and Tryon was forced to stand and fight. This was on the morning of the 28th. Wooster and Silliman were reinforced at Saugatuck Bridge by Colonel Lamb's battalion with three pieces of artillery. In the action General Wooster was severely wounded and died on the 3d of May following.

Tryon finally out-maneuvered the Americans and secured a strong position in the Compo Hills, from which he could not be dislodged. Reinforcements came up from the fleet and a running fight occurred practically all the way to Norwalk. The British loss could not be ascertained, but thirty dead and wounded were left on the field and twenty prisoners were taken. The American loss in killed and wounded was about sixty. It was nearly sunset when the last of Tryon's troops embarked and the vessels set sail for Long Island. He had destroyed the stores, but it was a dearly bought victory.

BURNING OF FAIRFIELD

General Tryon and Commodore George Collier made another raid into Connecticut and burned the Town of Fairfield on July 7, 1779. Probably the best account of this event is that given in a letter written by Rev. Andrew Eliot, then stationed at Fairfield as pastor of the church, to his brother John, under date of July 15, 1779. He says:

"About four o'clock in the morning the approach of the fleet was announced by the firing of a gun from a small fort we have on Grover Hill contiguous to the Sound. They seemed, however, to be passing by, and about seven o'clock we, with pleasure, beheld them all to the westward of us, steering, as we thought, to New York. A very thick fog came on, which entirely deprived us of the sight of them till between the hours of nine and ten, when the mist cleared away and we beheld the whole fleet under our western shore, and some of them close in with Kensie's Point. They presently came to anchor and lay till about four in the afternoon, when they began to land their troops

a little to the east of Kensie's Point, at a place called the Pines. From thence the troops marched along the beach until they came to a lane opposite the center of the town, through which they proceeded and in about an hour paraded in their divisions on the green between the meeting house and the court-house. From thence they detached their guards and proceeded to their infernal business.

"Their commanding officers were Sir George Collier by sea and Generals Tryon and Garth by land. * * * There was no thought of opposing their landing, as our force was nothing to theirs. Our little party, however, posted themselves so as to annoy them to the best advantage, expecting they would land at the Point. When our people found them landing on the left and marching in their rear to take possession of the town, they immediately retreated to the court-house; and as the enemy advanced from the beach lane they gave them such a warm reception with a field piece, which threw both round and grape shot, and with the musketry as quite disconcerted them for some time. The column, however, quickly recovered its solidity and advancing rapidly forced our small body to retreat to the heights back of the town, where they were joined by numbers coming in from the country. The enemy were likewise galled very much, as they turned from the beach to the lane, by the cannon which played from Grover's Hill.

"The Hessians were first let loose for rapine and plunder. They entered houses, attacked the persons of whig and tory indiscriminately, broke open desks, trunks and closets, taking away everything of value. They robbed women of their buckles, rings, bonnets, aprons and handkerchiefs. They abused them with the foulest and most profane language, threatened their lives without the least regard to the most earnest cries and entreaties. Looking glasses, china and all kinds of furniture were soon dashed to pieces.

"About an hour before sunset the conflagration began at the house of Mr. Isaac Jennings, which was consumed with the neighboring buildings. In the evening the house of Elisha Abel, Esq., sheriff of the county, was consumed with a few others."

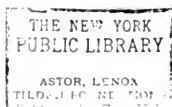
When the meeting house green was reached, as mentioned by Mr. Eliot in his letter, a proclamation previously prepared by General Tryon and Sir George Collier was posted. It set forth that the inhabitants were deluding themselves in hoping for independence; offered the protection of the British Government to all who would take the oath of allegiance; and promising that all who refused should be severely punished. The proclamation was supplemented by the verbal promises of the commanding officers. Lieut.-Col. Samuel



THE POWDER HOUSE, FAIRFIELD



SAVED FROM THE BURNING, FAIRFIELD, 1779



Whiting chanced to be at Fairfield at the time, and he took upon himself the authority to reply to the specious written and spoken promises of men in whose honor he had not the slightest confidence. Said he: "Connecticut has nobly dared to take up arms against the cruel despotism of Britain, and as the flames have now preceded your flag, they will persist to oppose to the utmost that power exerted against injured innocence."

Fort Black Rock was garrisoned by Capt. Isaac Jarvis, Col. Elijah Hill, Capt. David Jarvis, Daniel Burr, Nehemiah Burr, Jesse Burr, Fairweather Brothwell, Chauncey Downs, Joseph Gold, Silas Hawley, William Hawley, Nathan Jennings, James McNay, Huldah Mason, John Meeker, Samuel Patchen, Abraham Parritt, Benjamin Meeker, John Lyon, Nehemiah Rose, David Sherwood, William Sturges, Ezra Wheeler, Robert Walch, John Wilson, Daniel Wilson and Nathaniel Wilson. This little band of patriots kept their one gun busy as long as the enemy was within range and it is rather surprising that no attempt was made by the British to capture the fort.

When the flames broke out some of the citizens, on behalf of the women and children of the town, appealed to General Tryon to leave some of the dwellings. He agreed to save some of the houses, but when the retreat began the rear guard was composed of "Yaugers," whom Mr. Eliot calls "Sons of plunder and devastation—a banditti, the vilest that was ever let loose among men." They applied the torch indiscriminately and the houses protected by Tryon's order went with the rest until the town was a smoking ruin, only five houses being left standing. In the meantime a considerable force of militia had rushed to the scene and followed the British to their ships, firing from behind trees and fences and otherwise harassing the retreat.

The burning of Fairfield was in a measure an act of retaliation for the activity of the authorities of that town the year before. In the fall of 1778 it was discovered that certain tories in the western part of the state were purchasing cattle in considerable numbers, ostensibly for shipment to New Jersey, but it was suspected that the cattle were to be used for the benefit of the British. The selectmen of Fairfield reported the matter and the commissary-general seized the cattle for the Continental army.

CAPTURE OF FORT GEORGE

In the fall of 1780 Fairfield became the base of offensive operations for a brief period. On November 17, 1780, a detachment of

Colonel Sheldon's dragoons (dismounted) arrived at Fairfield under command of Captain Edgar. A little later a number of boats came into the harbor with more soldiers and Major Talmage, who assumed command. The purpose of the movement was to capture the British post of Fort George, at South Haven, Long Island. About four o'clock on the afternoon of the 21st, eight boats carrying eighty men, under Major Talmage, left Fairfield and started across the Sound. A storm came on just as a landing on Long Island was effected and the men kept themselves under cover for twenty-four hours. On the evening of the 22nd Major Talmage divided his force into three parts—one commanded by Lieutenant Jackson, one by Lieut. Caleb Brewster of Black Rock, and the third by himself. The fort, which consisted of two strong houses and a stockade about ninety feet square, was attacked from three sides and in a short time the garrison of fifty men surrendered. A vessel loaded with stores was also captured, and the fort was burned.

AFTER THE WAR

The Revolution came to an end with the surrender of the British army commanded by Lord Cornwallis at Yorktown, Virginia, October 19, 1781, but the definitive treaty of peace, which recognized the independence of the United States, was not concluded until September 3, 1783. During the war, most of the states passed laws to confiscate the property of the tories—that is those who had taken the British side—many of whom left the country upon the retirement of the British troops, some going to England, others to Canada or the West Indies. Those who remained were not permitted to have any voice in the management of political affairs, and in some places they were ordered out of the community. The minutes of a town meeting held in Fairfield on April 10, 1783, contain the following entry:

“Voted—The Inhabitants being called to meet principally for the purpose of Considering what measures they would wish to have taken with respect to those persons who during the war between Great Britain and America have gone to and joined the enemy and put themselves under their protection. The Question is put whether this meeting is willing that any of those persons who have gone over to and joined the Enemy and put themselves under their Protection as aforesaid should be permitted to reside in this Town and Passed in the Negative.”

At the same meeting it was "Voted—That a Committee be appointed to remove all such persons from this Town who are now in it or may Hereafter come into it who have gone over to and joined the enemy and put themselves under their protection during the war between Great Britain and the United States of America."

After some years the animosity toward the tories subsided to some extent and a few of those expelled from Fairfield returned. For quite a while the property of the tories in many localities was heavily taxed, authorities reasoning that as they had, by their disloyalty, increased the expenses of the war, they should be made to bear a larger share of the burden.

WAR OF 1812

In the opening years of the Nineteenth Century, France and Great Britain were at war. Constant efforts were made to cripple the commerce of the two countries with neutral nations. In 1807 Great Britain, by what is known in history as the "Orders in Council," undertook to prohibit American vessels from entering any European port, except those of Great Britain and Sweden. Napoleon retaliated with the "Milan Decree," ordering the capture and sale of any American vessel entering or leaving an English harbor.

Added to these unjust decrees, Great Britain claimed the right of search and impressment—that is, the right to stop a vessel on the high seas, no matter what nation the ship belonged to, and take off any sailor who was a native of Great Britain or Ireland. Through the operation of this system many American sailors were "impressed" into the British navy.

As an offset to the Orders in Council and the Milan Decree, the United States Congress on December 22, 1807, passed the "Embargo Act," forbidding the departure of any vessel from a United States port. England was pleased with the act, because it left all trade to British merchants. In the Eastern States, where the people depended largely upon commerce, there was great dissatisfaction and some persons advocated separating from the Union. The Embargo proved to be so generally unpopular that in 1809 it was superseded by the "Non-Intercourse Act," which left the people of the United States free to trade with any country in the world except England and France. It proved to be but little better than the Embargo and ceased to be effective in 1810.

Meantime the impressment of American sailors by the com-

manders of British vessels went on. The obstruction of commerce by legislation and the impressment of American citizens into the English navy gave rise to the slogan of "Free Trade and Sailors' Rights." The war sentiment continued to increase and on June 18, 1812, Congress formally declared war against Great Britain.

A few days after the declaration of war, a meeting was held at Pike's Tavern in Fairfield to organize a company of volunteers. Eleazer Bulkley was chosen to preside and a company was formed for the defense of the town, with Jeremiah Sturges, captain; Joab Squire, first lieutenant; Jonathan Bulkley, second lieutenant. Volunteers came from all parts of the town and a number of sailors from ships "laid up" in the harbor enlisted. The company adopted the name of the "Mill River Sea Fencibles." A redoubt was constructed at the lower wharf, and an old cannon mounted and a night guard maintained. The company met every day for drill, but was not called into service.

Throughout New England the sentiment prevailed that the war was wrong and needless, and very few men from that section of the country offered their services as volunteers. There were, however, a number of Fairfield County men in the regular army. John Jennings of Fairfield served in Captain Bradley's company of the Twenty-fifth Infantry. In Captain Cone's company of the same regiment were John Patterson, James Squires, Peter Squires, Charles Thompson and Sergt. Thomas Turner of Fairfield, and Annanias Knapp and John Sherwood of Stratford.

In Captain Howard's company of the Twenty-fifth Infantry were Sergt. Peter Flandrau, Joel McRay and John Thompson, of Fairfield, and Jesse Seely (corporal) of Stratford. To this company the Town of Bridgeport furnished Daniel Stafford and William Welch, and Charles W. Troup of Stratford was a private in Captain White's company of the Twenty-fifth Infantry.

In the Thirty-seventh Infantry, William E. Munroe of Stratford served in Captain Ferry's company; William Wheeler of Fairfield was a member of Captain Ives' company; Gershom S. Dunconet and Samuel Spencer of Fairfield, and Joseph Sherman of Stratford were privates in Captain Warner's company.

The War of 1812 was brought to a close by the Treaty of Ghent, which was concluded on December 24, 1814. At least one battle, that of New Orleans, was fought after the treaty was made, owing to the great length of time required for the news of the peace to reach America. In this war the United States gained all that was de-

manded. American ships were allowed to trade where they pleased and the right of search was abandoned by England.

WAR WITH MEXICO

After Mexico became independent of Spain she claimed the territory now comprising the State of Texas. A large number of emigrants had gone to Texas from the United States and they were not pleased with the idea of living under the Mexican Government. In 1835 they rebelled and drove the Mexican troops out of the territory. The following year a large force under General Santa Anna, the Mexican governor, invaded Texas and treated the inhabitants with great cruelty until Gen. Sam Houston met the expedition at San Jacinto and drove Santa Anna back across the Rio Grande.

Texas then became an independent republic for a few years, when an agitation in favor of the annexation of the territory to the United States was started by the Texans. President Tyler made a treaty of annexation in 1844, but the Senate refused to ratify it. In the political campaign of that year the question of annexation was one of the leading issues. Tyler, who favored the project, was elected. As soon as Congress met in December, 1844, a bill was introduced providing for the annexation of Texas, but it did not become a law until the following spring. Texas was admitted into the Union as a state in December, 1845.

Then a dispute arose concerning the western boundary, Mexico claiming that it was the Neuces River, and the Texans asserting that it was the Rio Grande. Early in 1846 the President ordered Gen. Zachary Taylor to occupy the disputed territory until the boundaries could be adjusted. Taylor built Fort Brown (where Brownsville now stands) and defeated the Mexicans at Palo Alto and Resaca de la Palma. Congress declared war on May 13, 1846, and authorized the President to call for 50,000 volunteers. This war, like the War of 1812, was looked upon with disfavor in New England and few volunteers came from that section of the country.

A number of Fairfield County men in the regular army at the time participated in the war with Mexico. Credited to Bridgeport were: Henry Y. Cable, Company I, Fourth Infantry; James R. Murray, Company I, Eighth Infantry; Charles F. McKenzie, Company A, and Thomas Bigelow, Company F, Ninth Infantry; George Stratton, Company G, First Artillery; John Smith, Company A, Second

Artillery; John W. Goulden, in the dragoons; William H. Lyon, General Service, and Nathaniel B. Webster, in the Voltiguers.

The Town of Fairfield was represented by the following: James Mason, Company G, First Infantry; Seely Scofield, Company B, Second Infantry; Chester Andrews, Company K, Fifth Infantry (later in General Service); Leroy M. Elwood, Company G, William A. Hubbell, Company B, Orris T. Judd, Company K, and William H. Knapp, Company E, Tenth Infantry; Nathaniel Mallory, Company H, Fourteenth Infantry; James W. Waterbury, Company A, James S. Porter (corporal), Company G, and Joseph C. Keeler, Company K, Sixteenth Infantry; William H. Burr, Company B, Rifles; Charles A. Scofield, Company H, and Stephen Finchley (artificer), Company M, First Artillery; James M. Gilbert, Company A, and Benjamin Strong, Company I, Third Artillery; Daniel June and James J. Whalley, General Service, and Morris Canfield, Company A, Engineers.

Only one man was credited to the Town of Stratford—George Durand, who was a private in Company I, Second Artillery.

CHAPTER XXI

MILITARY HISTORY (Continued)

THE SLAVERY QUESTION—MISSOURI COMPROMISE—OMNIBUS BILL—KANSAS-NEBRASKA BILL—CAMPAIGN OF 1860—SECESSION—THE MONTGOMERY CONVENTION—FORT SUMTER—PRESIDENT LINCOLN'S PROCLAMATION—SENTIMENT IN CONNECTICUT—SKETCHES OF CONNECTICUT REGIMENTS—COMMISSIONED OFFICERS FROM FAIRFIELD COUNTY—SPANISH-AMERICAN WAR—BATTERY B OF BRIDGEPORT.

WAR OF THE REBELLION

Almost from the very beginning of the American Republic, the slavery question became one of the leading political issues. Slavery was introduced into America in 1619, when a Dutch trader sold a few negroes to the planters of the Jamestown colony. The custom of owning negro slaves or servants gradually spread to the other colonies, but by 1819 seven of the original thirteen states had either abolished slavery or made provision for the emancipation of the slaves within their borders.

The first clause of Section 9, Article I, of the Federal Constitution provides that "The migration or importation of such persons as any of the states now existing shall think proper to admit shall not be prohibited by Congress prior to the year 1808." The adoption of this clause was regarded as a victory for the slaveholders, as under it Congress had no power to interfere with the foreign slave trade until 1808; but in that year Congress passed an act prohibiting any further traffic in or importation of negro slaves.

In 1819 slavery existed in six of the original thirteen states, the other seven having abolished it as already stated. In the meantime Kentucky, Tennessee, Louisiana, Mississippi and Alabama had been admitted into the Union as slave states, and Vermont, Ohio, Indiana and Illinois as free states, so that the country was evenly divided—eleven of each. Maine was admitted as a free state in 1820 and the

advocates of slavery sought to have Missouri admitted as a slave state in order to maintain the equilibrium in the United States Senate. After a long and somewhat acrimonious debate, that state was admitted under the act known as the "Missouri Compromise," which provided for the admission of Missouri without any restrictions as to slavery, but expressly stipulated that "in all the remaining portion of the Louisiana Purchase north of the line $36^{\circ} 30'$ slavery shall be forever prohibited." During the next twenty-five years the slavery question remained comparatively quiet, owing to the admission of free and slave states in equal number. Arkansas came into the Union in 1836 and Michigan in 1837; Florida was admitted in 1845 and Iowa in 1846.

At the conclusion of the Mexican war the United States came into possession of a large tract of territory in the Southwest, to which the advocates of slavery laid claim, and again the question came up as a subject for legislation, resulting in the passage of the compromise act of 1850, commonly known as the "Omnibus Bill." The opponents of slavery contended that this act was a violation of the provisions of the Missouri Compromise, in that it sought to extend slavery beyond the line of $36^{\circ} 30'$. In 1854 came the Kansas-Nebraska Bill, which added fresh fuel to the already raging flames. Its passage was one of the principal causes for the organization of the republican party, which opposed the extension of slavery to any new territory of the United States whatever.

CAMPAIGN OF 1860

In the political campaign of 1860 the issues were clearly defined and some of the slave states declared their intention to withdraw from the Union in the event of Abraham Lincoln's election to the presidency. The people of the North regarded these declarations as so many idle threats, made merely for political effect. Through a division of the democratic party, Mr. Lincoln was elected and on December 20, 1860, South Carolina carried her threat into effect, when a state convention passed an ordinance of secession, declaring that the state's connection with the Union was severed and that all allegiance to the Government of the United States was at an end. Mississippi followed with a similar ordinance on January 9, 1861; Florida seceded on January 10th; Alabama, January 11th; Georgia, January 19th; Louisiana, January 26th; and Texas, February 1st.

THE MONTGOMERY CONVENTION

All these states except Texas sent delegates to a convention at Montgomery, Ala., February 4, 1861, when a tentative constitution was adopted for a new government to be known as "The Confederate States of America." Jefferson Davis of Mississippi was elected provisional president, and Alexander H. Stephens of Georgia, provisional vice president, and they were inaugurated on February 22, 1861, the anniversary of the birth of George Washington. Consequently, when President Lincoln was inaugurated on March 4, 1861, he found seven states in open rebellion with an organized government in opposition to his administration. Still, the President, his advisers and the people of the North generally, clung to the hope that a reconciliation could be effected and that the citizens of the seceded states could be induced to return to their allegiance. Vain hope!

FORT SUMTER

Early in the year 1861, relations between the North and South were still further strained when Maj. Robert Anderson, then in command of the defenses of Charleston Harbor, S. C., secretly removed his garrison and supplies from Fort Moultrie to Fort Sumter, because the latter could be more effectively defended in case of an assault by the Confederate forces then organizing at Charleston under the command of General Beauregard. The people of the South claimed that this movement was a direct violation of an agreement with President Buchanan, and the feeling was intensified when it was discovered that Major Anderson, prior to his removal, had spiked the guns at Fort Moultrie. On the other hand, the press of the North was practically unanimous in justifying Anderson's course, and in demanding that additional supplies and reinforcements be sent to him at Fort Sumter. The persistent hammering of the Northern press on this line caused the war department to despatch the steamer *Star* of the West with 250 men and a stock of ammunition, provisions, etc., to Fort Sumter. On January 9, 1861, while passing Morris Island, the vessel was fired upon by a masked battery and forced to turn back. In the official records this incident is regarded as the beginning of the Civil war, though the popular awakening of the North did not come until about three months later.

Not long after President Lincoln was inaugurated, General Beauregard made a demand upon Major Anderson for the evacuation of Fort Sumter. Anderson refused, but on April 11, 1861,

finding his stock of provisions running low and having no hope of obtaining a new supply, he informed Beauregard that he would vacate the fort on the 15th, "unless ordered to remain and the needed supplies are received." This reply was not satisfactory to the Confederate commander, who feared that the new administration would find some way of getting reinforcements and supplies to Anderson that would enable him to hold the fort indefinitely, in which case Fort Sumter would be a constant menace to one of the Confederate strongholds. After a conference with his officers, Beauregard decided upon an assault. At twenty minutes after three o'clock in the morning of April 12, 1861, he sent word to Anderson that fire would be opened upon the fort within an hour. At 4:30 A. M. Capt. George Janes fired the signal gun from Fort Johnson, the shell bursting almost directly over the fort. A few seconds later a solid shot from the battery on Cummings' Point went crashing against Sumter's solid walls. The war had begun.

Anderson's gallant little band responded promptly to the fire and the bombardment continued all day. Later in the afternoon fire broke out in one of the casemates of the fort and the Confederates increased their fire, hoping to force a surrender. That was on Friday. Anderson held out against desperate odds until Sunday, the 14th, when he was permitted to evacuate the fort with all the honors of war, even to saluting his flag with fifty guns before hauling it down.

When the telegraph flashed the news of Sumter's fall through the loyal states of the North, all hope of bringing about a peaceable settlement of the differences was abandoned. Party lines were obliterated in the insult to the flag. Political controversies of the past were forgotten. There was but one sentiment—the Union must and shall be preserved. On Monday, April 15, 1861, the day following Anderson's evacuation of the fort, President Lincoln issued the following

PROCLAMATION

"Whereas, the laws of the United States have been for some time past and now are opposed and the execution thereof obstructed in the states of South Carolina, Georgia, Alabama, Florida, Mississippi, Louisiana and Texas, by combinations too powerful to be suppressed by the ordinary course of judicial proceedings, or by the powers vested in the marshals by law:

"Now, therefore, I, Abraham Lincoln, President of the United

States, in virtue of the power in me vested by the Constitution and the Laws, have thought fit to call forth and hereby do call forth the militia of the several states of the Union to the aggregate number of 75,000, in order to suppress said combinations and cause the laws to be fully executed.

"The details for this object will be immediately communicated to the state authorities through the War Department.

"I appeal to all loyal citizens to favor, facilitate and aid this effort to maintain the honor, the integrity and the existence of our National Union and the perpetuity of popular government, and to redress wrongs already too long endured.

"I deem it proper to say that the first service assigned to the forces hereby called forth will probably be to repossess the forts, places and property which have been seized from the Union; and in every event the utmost care will be observed, consistent with the objects aforesaid, to avoid any devastation, any destruction of, or interference with property, or any disturbance of peaceful citizens in any part of the country.

"And I hereby command the persons composing the combinations aforesaid to disperse and retire peaceably to their respective abodes within twenty days from this date.

"Deeming that the present condition of public affairs presents an extraordinary occasion, I do hereby, in virtue of the power in me vested by the Constitution, convene both houses of Congress. Senators and representatives are therefore summoned to assemble at their respective chambers at twelve o'clock, noon, on Thursday, the 4th day of July next, then and there to consider and determine such measures as, in their wisdom, the public safety and interest may seem to demand.

"In witness whereof, I have hereunto set my hand and caused the seal of the United States to be affixed.

"Done at the City of Washington this 15th day of April, A. D. 1861, and of the Independence of the United States the eighty-fifth.

"ABRAHAM LINCOLN.

"By the President:

"W. H. SEWARD, Secretary of State."

SENTIMENT IN CONNECTICUT

At the time President Lincoln issued his call for 75,000 militia there was not a single organized militia regiment in the State of Con-

necticut. On April 16, 1861, the day following the President's proclamation, Governor W. A. Buckingham called for a regiment of volunteers (ten companies) to supply the quota of the state asked for by the secretary of war. In calling for this regiment the governor knew that he was acting without authority of law, but he relied on the General Assembly at the coming session to validate his action. In this emergency the town meetings came to the governor's rescue. Practically every town in the state held a meeting, voted money to aid the families of those who volunteered and encouraged men to enlist. Men came by tens, fifteens and scores from the smaller towns and in larger numbers from the more populous ones, so that in a short time fifty-four companies instead of ten had been organized and tendered their services to the governor. This was more than five times the number asked for in the call, and Governor Buckingham went to Washington and induced the war department to accept three regiments from Connecticut instead of the one asked for in the requisition from the war department. In May the Legislature met and the first thing done was to ratify the governor's act in calling for volunteers. An appropriation of \$2,000,000 was made for military expenses; an act was passed providing for extra pay to the amount of \$30 a year to each and every man who enlisted; aid to soldiers' families was voted—\$6 a month for the wife of each volunteer and \$2 a month for each child under the age of fourteen years. Surely Connecticut was not lacking in patriotism when the co-operation of the state was needed to save the Union.

FIRST REGIMENT

The First Regiment, known as the First Connecticut Volunteer Infantry, was mustered into the United States service at New Haven on April 24, 1861, for the term of three months, with the following officers: Daniel Tyler, colonel; George S. Burnham, lieutenant-colonel; John L. Chatfield, major; Justin Hodge, quartermaster; Theodore C. Bacon, adjutant; Dr. Henry P. Stearns, surgeon; George N. Webber, chaplain.

Company E was organized in Fairfield County, with Eliakim E. Wildman, captain; Jesse D. Stevens, first lieutenant; John W. Bus-sing, second lieutenant. The commissioned officers all came from Danbury and a majority of the members of the company belonged in that locality.

Company H was recruited in Bridgeport and the immediate vicin-

ity. Of this company, at the time it was mustered in, Richard Fitzgibbons was captain; Henry M. Hoyt, first lieutenant; William A. Lee, second lieutenant.

Rifle Company B was also a Fairfield County organization. Its commissioned officers were: John Speidal, captain (promoted to lieutenant-colonel); John Holzer, first lieutenant; George Louis, second lieutenant.

The regiment, 780 strong, left New Haven on May 9, 1861, for Washington, where it arrived on the 13th. Other regiments reported for duty before the First Connecticut, but none came better equipped. The men brought with them rations and forage sufficient for twenty days and 50,000 rounds of ammunition. Owing to its superb equipment it was the first regiment to be ordered up the Potomac River. It went into camp at Falls Church, Virginia, where it remained until in July, when it was learned that the enemy was concentrating at Manassas Junction and the First Connecticut, along with other Union forces, was ordered to the front. Colonel Tyler was promoted to brigadier-general and in the battle of Bull Run (July 21, 1861) the regiment was commanded by Lieutenant-Colonel Burnham. In that engagement the regiment lost eight men killed and wounded and nine captured. After the battle it fell back to Centreville, where it remained until the expiration of its term of service. It was mustered out at New Haven on July 31, 1861.

THIRD REGIMENT

The Second Regiment came from the eastern part of the state, but in the Third Infantry Fairfield County was well represented. The commissioned officers of Company A, a large part of which came from Fairfield County, were as follows: Douglass Fowler, captain; Gilbert Bogart, first lieutenant; Stephen D. Dyxbee, second lieutenant.

Company C was a Danbury organization and was mustered in with James E. Moore as captain; Samuel G. Bailey, first lieutenant; Charles H. Hoyt, second lieutenant. This company was known as the "Danbury Rifles" prior to the organization of the regiment and its designation as "Company A."

Company D of the Third was organized in Bridgeport and was mustered in Frederick Frye, captain; S. H. Gray, first lieutenant; Elliott M. Curtis, second lieutenant. Captain Frye was promoted

to lieutenant-colonel and Lieutenant Gray was promoted to the captaincy.

Rifle Company F also came from Fairfield County. Of this company Albert Stevens was captain; Wells Allis, first lieutenant; Isaac L. Hoyt, second lieutenant.

The Third Regiment was mustered in by companies. On May 19, 1861, it left Hartford and on the 23d went into camp at Camp Douglas at Washington. Just a month later it was ordered to Camp Tyler at Falls Church, Virginia, where it was brigaded with the First and Second Connecticut and the Eleventh Maine. The officers of the Third were: John Arnold, colonel; Allen G. Brady, lieutenant-colonel; Alexander Warner, major; Richard E. Holcomb, quartermaster; Frederick J. Peck, adjutant; Junius M. Wiley, chaplain. On July 16, 1861, the brigade, under command of Col. E. D. Keyes, broke camp and moved to the front. At Blackburn's Ford a slight skirmish with the Confederate forces under General Longstreet occurred, and on the 21st it took part in the battle of Bull Run, which proved so disastrous to the Union forces, and there lost 4 killed, 13 wounded, 18 captured and 6 missing. In the retreat the Third Connecticut covered the rear of the army and retired in good order. The regiment was mustered out at Hartford on August 12, 1861.

Concerning the three Connecticut regiments that were mustered into the three months' service, Johnston, in his "History of Connecticut," says: "They led the advance (at Bull Run), opened the battle, were not demoralized, and covered the retreat—a pretty fair record for 'mudsills' in their first battle."

FIFTH REGIMENT

This was the second Connecticut regiment to be mustered into the United States service for three years. It was organized in the summer of 1861 as the "First Connecticut Revolving Rifle Regiment." Company A came from Fairfield County and was mustered in with Henry B. Stone of Danbury, captain; James A. Betts, first lieutenant; William A. Daniels, second lieutenant. Dr. William C. Bennett of Danbury was assistant regimental surgeon.

Company E contained several Fairfield County men. Alfred A. Chinery of Norwalk was mustered in as first lieutenant of this company and subsequently was promoted captain.

On July 29, 1861, the regiment left Connecticut, under command of Col. Orris S. Ferry of Norwalk, and was soon on the firing line.

After taking part in the battles of Winchester, Cedar Mountain, Chancellorsville, Gettysburg and several minor actions with the Army of the Potomac, the regiment joined Gen. W. T. Sherman's army for the campaign against Atlanta, Ga. In that campaign it was engaged at Resaca, Rocky Face Ridge, Dallas, Marietta, Peach Tree Creek and numerous skirmishes. Several members of the regiment who were so unfortunate as to be captured by the enemy died in the notorious Andersonville prison. The Fifth was mustered out on July 19, 1865.

SIXTH REGIMENT

This regiment was organized in August, 1861, and was mustered in for three years, with John L. Chatfield as colonel; William G. Ely, lieutenant-colonel; John Speidal (formerly captain of Rifle Company B, First Regiment), major. Major Speidal was afterward promoted to lieutenant-colonel.

Company D was raised in the towns of Stamford and Greenwich, and was mustered into service with Lorenzo Meeker as captain; Charles H. Nichols, first lieutenant; John Stotlar, second lieutenant.

Company H was a Bridgeport company. The commissioned officers of this company at the time of muster in were: Henry Biebel, captain; George Louis, who had served as second lieutenant in Rifle Company B during the three months' service, first lieutenant; Rudolph Kost, second lieutenant.

The commissioned officers and quite a number of the members of Company I also came from Bridgeport. Of this company Thomas Boudren was captain; Daniel J. West, first lieutenant; Stephen S. Stevens, second lieutenant.

The Sixth left New Haven on September 17, 1861, with 1,008 officers and enlisted men. In October it was ordered to South Carolina and was made a part of the Union forces operating about Charleston. It took part in the capture of Forts Walker and Beauregard on the 7th of November, being the first regiment to land, and it led the assault. In March, 1862, it assisted in the reduction of Fort Pulaski; was later engaged at Hilton Head; and participated in the engagements at Morris Island and Fort Wagner. In the assault on Fort Wagner Colonel Chatfield was severely wounded while leading his men and died about a month later. In the spring of 1864 the regiment was ordered to Fortress Monroe and from there moved to Petersburg, where it joined Grant's forces in the siege, remaining

there until after Richmond capitulated. It was mustered out at New Haven in August, 1865.

SEVENTH REGIMENT

This infantry regiment, of which Alfred H. Terry was colonel and Joseph R. Hawley, lieutenant-colonel, was organized in the fall of 1861. Company D was a Fairfield County company and was mustered in with Benjamin F. Skinner, captain; Joseph S. Deming, first lieutenant; Thomas Horton, second lieutenant.

Sylvester H. Gray, who had served as first lieutenant and captain of Company D, Third Regiment, in the three months' service, was commissioned captain of Company I, and Ira E. Hicks was second lieutenant. Several members of this company came from Fairfield County.

The service of the Seventh Regiment was very similar to that of the Sixth, with which it was associated practically all through the war, and it was mustered out about the same time.

EIGHTH REGIMENT

Edward Harland of Norwich was colonel of this regiment, which was organized during the months of September and October, 1861, and Peter L. Cunningham of Norwalk was lieutenant-colonel. Fairfield County was represented in at least two companies—Company A and Company H.

Henry M. Hoyt, who first entered the volunteer army as first lieutenant of Company H, First Regiment, in the three months' service, was mustered in as first lieutenant of Company A. On December 25, 1861, he was promoted to captain and at one time was in command of the regiment. After the war Captain Hoyt was for some time editor of the Bridgeport Morning News. Several of the non-commissioned officers and privates in this company also came from about Bridgeport.

Company H was raised chiefly in Fairfield County and was mustered in with Douglass Fowler, captain; James L. Russell, first lieutenant; Thomas S. Weed, second lieutenant; Captain Fowler had previously seen active service as captain of Company A, Third Regiment, in the three months' service. Frederick W. Jackson of Danbury was captain of Company I, and Frederick E. Nearing of Brookfield, second lieutenant.

The Eighth left Connecticut on October 17, 1861, with 1,027 officers and enlisted men, and joined Gen. Ambrose E. Burnside at Annapolis, Md. It received its baptism of fire at Newbern, N. C., March 14, 1862. After that it was sent to the Army of the Potomac, took part in the battles of Antietam and Fredericksburg, and was then engaged in the siege of Petersburg until the fall of the Southern Confederacy.

NINTH REGIMENT

This regiment was mustered in by companies in the fall of 1861 and entered the service with Thomas W. Cahill of Hartford, colonel; Richard Fitzgibbons of Brookfield, lieutenant-colonel; Frederick Frye, major. A portion of companies D and I came from Fairfield County.

The commissioned officers of Company D were: Thomas C. Coats, captain; Richard A. Clancy, first lieutenant; G. W. Morehouse, second lieutenant, all from Bridgeport or the adjacent suburbs.

Addis E. Payne, a Fairfield County boy, was mustered in as second lieutenant of Company H, and rose to the rank of captain. Elliott M. Curtis, who had served as second lieutenant of Company D, Third Regiment, was commissioned captain of Company L; Charles S. Palmer, first lieutenant.

The Ninth's first service was in the far South, being for some time engaged in the military operations about Baton Rouge, La., and along the lower Mississippi River. It was then ordered to join the Army of the Potomac, where it was engaged at Deep Bottom, Cedar Creek, a number of minor actions and the siege of Petersburg. It was mustered out on August 3, 1865.

TENTH REGIMENT

This regiment was also organized in the fall of 1861 and was mustered in for three years with Charles S. Russell as colonel. A large part of Company G came from Fairfield County. It was mustered in with Isaac K. Hoyt as captain; George W. Smith, first lieutenant; Thomas Miller, second lieutenant.

Company I also was largely from Fairfield County, with Daniel M. Mead, captain; Isaac O. Close, first lieutenant; Thomas R. Mead, second lieutenant.

On the last day of October, 1861, the regiment left Connecticut

BRIDGEPORT AND VICINITY

and joined the army commanded by General Burnside. Its first engagement was at Roanoke Island, N. C., February 8, 1862. It then served in North and South Carolina and Florida until the spring of 1864, when it was ordered to Virginia, where it took part in the siege of Petersburg and a number of the engagements incident thereto. It was mustered out in August, 1865.

ELEVENTH REGIMENT

The Eleventh Infantry was mustered in by companies late in the year 1861 and was mustered in with T. H. C. Kingsbury as colonel. A large part of Company A came from Fairfield County. Of this company George A. Southmayd was captain; Samuel G. Bailey, first lieutenant; Charles H. White, second lieutenant. William Moegling of Danbury entered the service as captain of Company C and was promoted to lieutenant-colonel of the regiment.

The Eleventh left the state on December 16, 1861, and most of its service was with the army commanded by General Burnside. Colonel Kingsbury was killed at the battle of Antietam, September 17, 1862.

TWELFTH REGIMENT

This regiment followed soon after the Eleventh and was mustered in with Henry C. Deming as colonel. Company E contained a large number of Fairfield County men. Stephen D. Byxbee, who served previously as second lieutenant of Company A, Third Regiment, was commissioned captain; Gilbert Bogart, who had been first lieutenant of Company A, Third Regiment, was first lieutenant of this company, and E. H. Nearing was second lieutenant.

Soon after the regiment was organized it was ordered South. It took part in the engagements at Port Hudson and Georgia Landing, and after the fall of Vicksburg was ordered to Virginia. As part of the Army of the Potomac it was in action at Winchester, Cedar Creek, Fisher's Hill, etc., after which it was in front of Petersburg until the close of the war.

THIRTEENTH REGIMENT

Of this regiment, which was mustered in about the close of the year 1861, Henry W. Birge was colonel, for the term of "three years or during the war." A considerable portion of Company B came

from Fairfield County, with Apollos Comstock as captain; William E. Bradley, first lieutenant; William C. Beecher, second lieutenant.

The Thirteenth was in service the longest of any of the Connecticut regiments. In January, 1864, a large majority of the men re-enlisted and in December of that year those whose three years' term had expired were mustered out. Then the veterans and recruits were organized into five companies known as the "Veteran Battalion, Thirteenth Connecticut Volunteers." The regiment first served in Mississippi and Louisiana, after which it was sent to Virginia and there became a part of the Army of the Potomac. After the surrender of Gen. Robert E. Lee at Appomattox, the Thirteenth was kept on guard duty until April 25, 1866, when it was mustered out.

FOURTEENTH REGIMENT

Dwight Morris of Bridgeport was colonel of the Fourteenth. Company A was organized in the county and was mustered in with James D. Merritt, captain; George N. Morehouse, first lieutenant; Miles S. Wright, second lieutenant.

This regiment was in twenty-four engagements, including some of the hardest fought battles of the war. Among them were Antietam, Fredericksburg, Chancellorsville, the Wilderness, Spottsylvania Court House, Cold Harbor and the siege of Petersburg. It left the state on August 25, 1862, and was mustered out on May 31, 1865.

SEVENTEENTH INFANTRY

The Seventeenth was practically a Fairfield County regiment. Of the regimental officers William H. Noble of Bridgeport was colonel; Charles Walker, also of Bridgeport, lieutenant-colonel; Albert H. Wilcoxson of Norwalk, adjutant (promoted lieutenant-colonel); Hanford N. Hayes of Bridgeport, quartermaster.

Company A was officered by Douglass Fowler, captain; John McQuhae, first lieutenant; John W. Craw, second lieutenant, all of Norwalk.

The commissioned officers of Company B were: Charles A. Hobbie, captain; Marcus Waterbury, first lieutenant; Edgar Hoyt, second lieutenant, all of Stamford.

Company C came from Danbury and was mustered in with James E. Moore as captain; Milton H. Daniels, first lieutenant; Henry

Quien, second lieutenant. Captain Moore had previously served as captain of Company C, Third Regiment.

Bridgeport furnished Company D, of which William H. Lacey was captain; William L. Hubbell, first lieutenant; Samuel E. Blinn, second lieutenant.

John F. Clancy of Bridgeport was mustered in as second lieutenant of Company E and was afterward promoted to first lieutenant.

Company F was officered by Enoch Wood, captain; Henry Allen, first lieutenant; William A. Kellogg, second lieutenant, all of Norwalk.

In Company G James E. Dunham of Bridgeport was captain, and Wilson French of Stratford was first lieutenant.

Company H was a New Canaan organization. At the time it was mustered in Enos Kellogg was captain; J. Irving Benedict, first lieutenant; James H. Ayres, second lieutenant.

Company I came from Greenwich. Of this company D. O. Benson was captain; Thomas A. Haight, first lieutenant; David W. Mead, second lieutenant.

The Town of Fairfield furnished the greater portion of Company K, of which John J. McCarly was captain; John H. Norris, first lieutenant; John C. Mills, second lieutenant.

On September 3, 1862, the Seventeenth left Connecticut for Washington and soon after its arrival at the national capital it was assigned to the Army of the Potomac. At the battle of Chancellorsville it lost 120 men in killed, wounded and missing and it bore a prominent part in the battle of Gettysburg. In August, 1863, it was transferred to the Department of the South, where its first engagement was at Folly Island. It then served for some time in Florida and was mustered out at Hilton Head, South Carolina, July 9, 1865.

TWENTY-THIRD REGIMENT

This regiment was mustered in about the last of September, 1862, for a term of nine months. The regimental officers were: Charles E. L. Holmes of Waterbury, colonel; Charles W. Worden of Bridgeport, lieutenant-colonel; David H. Miller of Redding, major; Samuel Gregory of Danbury, adjutant; Dr. William H. Trowbridge of Stamford, surgeon; Ranson P. Lyon of Bethel, and George O. Dalton of Fairfield, assistant surgeons.

Company B came from Danbury, with James H. Jenkins, cap-

tain; Frederick Starr, first lieutenant; William B. Betts, second lieutenant.

Newtown furnished the greater part of Company C, of which Julius Sanford was captain and John F. Peck, second lieutenant.

Charles W. Hall of Bridgeport was captain of Company D; Stephen M. Nichols of Bridgeport, first lieutenant; Charles E. Plumb of Trumbull, second lieutenant.

Company G came from Bethel. The commissioned officers of this company were as follows: George S. Crofut, captain; Oscar S. Hibbard, first lieutenant; Charles Bailey, second lieutenant.

Company I was a Bridgeport organization. William H. May was captain; John G. Stevens, first lieutenant; John W. Buckingham, second lieutenant.

Company K was raised in the northern part of the county and was mustered in with Samuel G. Bailey of Danbury as captain; Edwin H. Nearing of Brookfield, first lieutenant; George Quien of Danbury, second lieutenant.

On November 16, 1862, the regiment was ordered to Camp Buckingham, on Long Island, and about a month later it embarked for New Orleans. It was with General Banks at Port Hudson, Brasher City, etc., until the summer of 1863, when it was ordered home. It was mustered out at New Haven on August 31, 1863.

TWENTY-EIGHTH REGIMENT

The regiments between the Twenty-third and the Twenty-eighth were also mustered in for nine months, but only one Fairfield County man's name appears in the list of commissioned officers in any of them, except that of Edward N. Goodwin of Bridgeport, who was second lieutenant in Company K, Twenty-fourth Regiment.

Samuel I. Ferris of Stamford was colonel of the Twenty-eighth; William B. Wescome of Greenwich, major; Charles H. Brown of Stamford, adjutant.

Company A was mustered in with Francis R. Leeds as captain; Philip Lever, first lieutenant; Frederick R. Warner, second lieutenant, all of Stamford.

Company B also came from Stamford with the following commissioned officers: Cyrus D. Jones, captain; Charles Durand, first lieutenant; Henry L. Wilmot, second lieutenant.

In Company C William M. Whitney of Darien was first lieutenant; Theodore L. Beckwith was first lieutenant in Company G, and

BRIDGEPORT AND VICINITY

William Mitchell was second lieutenant in the same company; George W. Middleton and James Kiley of Greenwich were captain and first lieutenant, respectively, of Company H.

FIRST CAVALRY

As originally organized the First Connecticut Cavalry was a battalion of four companies—one from each congressional district. The battalion was recruited in the fall of 1861 and left the state on February 20, 1862, with a strength of 346 men, commanded by Maj. Judson M. Lyon of Woodstock. In the year 1863 it was recruited to a full regiment of twelve companies and attached to the Army of the Potomac.

A part of Company D was raised in the vicinity of Bridgeport. Louis N. Middlebrook was captain of the company; Richard R. Crawford, first lieutenant; and John W. Clark, quartermaster sergeant. The regiment served with the Army of the Potomac until the close of the war and was mustered out on August 2, 1865.

SECOND LIGHT BATTERY

This battery was formed at Bridgeport in August, 1862, by the consolidation of two batteries belonging to the state militia, and was mustered into the United States service with John W. Sterling, captain; Walter S. Hotchkiss, and Philip B. Segel, first lieutenants; Philo B. Sherman and George Munger, second lieutenants. It left Bridgeport on October 15, 1862, and served with the Army of the Potomac until after the battle of Gettysburg, when it was sent to Alabama. It assisted in the reduction of Fort Gaines and Fort Morgan, and then served in the Department of the Gulf until mustered out on August 9, 1865.

FIRST HEAVY ARTILLERY

The First Heavy Artillery was formerly the First Infantry of the State Militia. When mustered into the United States service as an artillery organization, Nelson L. White of Danbury was commissioned lieutenant-colonel. About half of Company M came from Fairfield County. Uriah Wallace was captain of this company and Charles W. Gleason was second lieutenant, both of Bridgeport.

SPANISH-AMERICAN WAR

Through the discovery of Cuba by Columbus on his first voyage, the island became a possession of Spain and remained so for almost four centuries. Havana was founded in 1538. The brightest era of Cuba's history while a dependency of Spain was under the administration of Las Casas as governor-general, which began in 1790. Under his rule the people of Cuba were given greater liberties than ever before. In 1808, when Napoleon deposed Ferdinand of Spain, the Cubans declared war against France. Their loyalty at that time to Spain was unquestionable. But after Las Casas came governors-general whose policy was not so liberal and in 1848, when the French Republic was established, the people of the island openly advocated annexation to the United States. President Polk offered Spain \$1,000,000 for the island, but the offer was refused. Twenty years later forbearance ceased to be a virtue with the Cubans and they rebelled. The insurrection was finally suppressed, though Spain sent over one hundred and fifty thousand troops to Cuba and the war cost that country over twenty million dollars.

Spain then levied heavy taxes upon the Cubans to defray the expenses of the war, and this in time brought about another rebellion, which was likewise suppressed at heavy cost. Toward the close of the nineteenth century the Cubans, led by Gomez and Garcia, again made an effort to throw off the Spanish yoke. General Weyler was sent to Cuba to put down the uprising. He adopted the policy of driving the people of the rural districts into the cities, where they were held prisoners, in order that they might not be able to furnish supplies to the revolutionists. Many of these "reconcentrados," as they were called, actually starved to death. Weyler's cruelty aroused the protest of the whole civilized world and he was superseded by General Blanco, who was better only in that his cruelty was more refined.

Political conventions and state legislatures in the United States adopted resolutions asking this country to intervene in behalf of the oppressed Cubans, but nothing was done until the spring of 1898. Early in that year the United States battleship Maine dropped anchor in the Harbor of Havana. Although the United States and Spain were then at peace, the presence of this armed vessel was not liked by the Spanish Government. On the evening of February 15, 1898, the Maine was blown up and over two hundred of her officers and men were killed. A court of inquiry afterward rendered a verdict

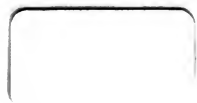
that the vessel was blown up by a submarine mine exploded under her forward magazines.

Excitement in the United States now rose to fever heat. "Remember the Maine," became the slogan. After some pointed diplomatic correspondence, which was unsatisfactory to the United States, Congress declared war against Spain and authorized the President to call for volunteers to free Cuba. President McKinley accordingly issued his proclamation asking for 125,000 men from the national guard of the several states. The only Fairfield County troops to respond to this call was

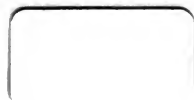
BATTERY B OF BRIDGEPORT

This battery was mustered into the United States service on May 19, 1898, with Fred J. Breckbill, captain; John A. Leonard, first lieutenant; William A. Evans, second lieutenant. The battery was not called into active service, much to the regret of the members, and on December 20, 1898, it was mustered out. There is no doubt that had the opportunity offered, Battery B would have upheld the honor of Connecticut as did their fathers in the war of 1861-65.

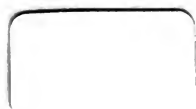
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